

STEPPED IN FRONT OF GUN—CORONER CALLED IN

Pamlico County Negro Killed Late Yesterday Afternoon. Had Been Squirrel Hunting With A Companion. May Not Have Been Accidental

A long distance telephone message received last night by the Journal from its correspondent at Kershaw, Pamlico county, told of an accident which occurred there late yesterday afternoon in which Perkins Hicks, colored, the sixteen year old son of Anthony Hicks, was instantly killed. Hicks was killed when a load of shot from a gun in the hands of Ernest Wilson, also colored, was discharged. Hicks and Wilson had been out squirrel hunting and were returning home when the accident occurred.

CHICAGO WOMAN LURED TO DEATH BY NEGRO

Art Students Watch, Pawns By Murder Is Found By the Police—Alleged Slayer Denies Knowledge Of Affair

Chicago, Oct. 9.—That a negro who made it a practice to lure young women to death or attack through advertisements he or they inserted in newspapers offering or seeking positions, murdered Miss Ida G. Leegson, art student, teacher and former student at the University of Chicago, became a certainty today when the watch of the dead woman was found in Nieman's pawnshop, Twentieth and State streets. It has been pawned by a copper colored negro on Sunday, the day the teacher's almost nude body was found in a lonely spot on the western city limits.

The case is almost identical with that of Mrs. Emma M. Robinson, a trained nurse who answered an advertisement offering a position as nurse and was told over the phone to come to No. 3128 Michigan avenue. When she reached the house the door was opened by a negro and as she entered she was seized and

SUPPOSEDLY WORTHLESS STOCK IS VERY VALUABLE

New Bern Citizens Agreeably Surprised To Learn That Wireless Telegraph Stock Is Worth One Hundred Cents On The Dollar—Large Quantity Sold Here

Citizens here will remember with a hazy recollection, and some with a remembrance of a vivid variety, of the sale in New Bern some years ago of several hundred shares of stock in the United Wireless Telegraph Co., and the subsequent discomfiture of the purchasers over the bankruptcy of the company, at which time it was thought that the money had been sunk in a bottomless hole.

Yesterday local stockholders were treated to pleasant little thrills emanating from the information carried in the circular letter from the directors of the Wireless Liquidating Co., of New York, the purchasers of the defunct company, which stated that arrangements had been made with the Marconi Wireless Telegraph Co., of America, by which the latter should absorb the former, if two-thirds of the stockholders are willing. The eagerness with which the local holders are affixing their John Hancock to the necessary documents and shooting them back to New York would argue that they are willing—excessively so.

EUILING A NEW NORTH CAROLINA

In an article in the Progressive Farmer, entitled, "The Men Who Are Building A New North Carolina," Clarence Poe sounds, to all who are interested in the upbuilding of the State. A new State is in the making, Mr. Poe says and urges all to enlist in the good work. There is something of a thrill in the following:

"We are on the job of building a new North Carolina, men and brethren—by 'we' I mean all the folks who are working for better farming, rural co-operation, better schools, better roads, worthier cities, a better adjustment of race relations, new ideals of social service, and for giving a more practical turn to education and recreation. The North Carolina of twenty years hence must be a different State from the North Carolina of today. In fact the men who are helping forward the great tasks I have just outlined, may well regard themselves as empire builders—at least as men who are building a better North Carolina than the one that is now. Don't you think so? The State larger in area, but smaller in population, and which may well be a more advanced and more civilized State than England or Scotland. Coming on Mr. Poe recites at length how many things that are being done toward making this a better State

and among them he mentions the fact that Craven county was the first to establish a farm life school. We have always believed that the way to keep the boys on the farm is to educate them there. The city possesses a sort of lure to the average country boy and when he must be sent to the cities to get his education the chances are that he never comes back. The farm is too slow for him. The remedy is to educate him on the farm and that is what Craven county is trying to do.

With all the legal entanglements and dearth of dividends from the concern the stockholders far removed from the metropolis quite naturally concluded that they had been, intentionally or otherwise "stung" by the promoters of the corporation.

It would appear, however, that the directors, in spite of the difficulties, have been pegging away for several years trying to make the company return the money invested, at least, if not dividends.

The Marconi interests were enlisted, and the prospective outcome is bright for the stockholders. The proposition is that the Marconi company buy the Liquidating Company, paying with stock of the former.

CHEAPER WATER AND ELECTRICITY

A Substantial Reduction Given Consumers of City Water and Current.

ALL METERS FURNISHED FREE

Board of Aldermen Transacted Many Important Matters Last Night.

The Board of Aldermen held a recess meeting last night for the purpose of concluding the business which had been held over from the regular meeting held last Tuesday night.

There were many important matters brought before the Board and the session was quite a length one. One of the most important matters brought before the Board was that of the reduction in the cost of water and electricity furnished by the city. The cost of water and lights has been put on a declining basis and in the future will cost consumers considerably less than in the past. Bills will be rendered at the first of each month and if these are paid by the tenth of the month a discount of ten per cent. will be allowed. If not paid by the fifteenth the service will be cut off and a charge will be made for cutting it on again. All meters will be furnished patrons free of cost.

O. J. Rock, of Bridgeton, appeared before the Board and asked that the tax on his automobile, which he uses as a public conveyance be reduced. Mr. Rock stated that since the Neuse river bridge was washed away he has had but few calls for his machine and that he thinks the tax is too large.

Upon motion of Alderman Ellis a vote of thanks was extended Congressman Jno. M. Faison for the interest he has taken in securing an appropriation for the improvement of the National cemetery road.

The men employed on the city's street cleaning force presented a petition asking that they be allowed to work full time. That they were not making enough to live on at present, and that it was absolutely necessary that they get more money. This matter was referred to the Streets Committee.

M. D. W. Stevenson appeared before the Board in regard to the sidewalk on lower Craven street. Mr. Stevenson stated that when the city was having the sidewalks of that section of the street paved with concrete that there was a board walk there and that this was not taken up. During the recent storm this walk was washed away and the sidewalk is now bare. He stated that if the city would furnish men to do this work he would furnish a part of the cement and the bricks. After consideration the Aldermen agreed to do this.

The Railroad Committee which have in charge the petition of citizens living along Griffith and Queen streets asking that the Atlantic Coast Line Railway Company be forced to cease so much shifting along that street, reported that they had not been able to get up with the company's attorney and asked for further time. This was granted.

Alderman Ellis presented a petition from the citizens living along South Front street, near the Southern Express Company's "liquor dispensary," asking that the Board pass an ordinance prohibiting back drivers from hauling whiskey around in their conveyances. An ordinance was drawn up to this effect and this will be published for ten days. Any hackman violating this ordinance will have his license revoked.

dered to get busy on this at once. Concrete floors will be placed on the lower floor and a section of the front will be made of plate glass. Numerous other improvements will be made and the entire appearance of the building will be changed.

A bill of \$20.50 presented by Caleb Bartling and Robert Hawk for distributing circulars for the City's Health Physician, was held up for further investigation.

"COLDS"—HOW THEY ARE CAUGHT.

"Colds" are undoubtedly 'catching.' They may be taken from those afflicted with them, or we may even catch them from ourselves. Of course we can also get our mucous membranes congested by undue exposure in severe weather and have a 'cold' without 'catching' it from any one else or re-infecting ourselves. But probably most of our colds are caught from others or from germs that we are carrying about with us.

"We catch our colds from others by having them sneeze or cough near us without using a handkerchief, by using the same drinking cup or the same towel used by persons with colds, by kissing them and by being crowded with them in overheated or badly ventilated rooms.

"We catch colds from ourselves by reinforcement. Often germs are carried in the mouth, nose, throat or tonsils when we are not as careful as we should be to keep those localities clean. Then if we get below par from any cause, as from becoming over chilled, those germs get a foothold and spread. That is one of the reasons why it is so important always to keep the mouth teeth and throat well brushed and washed.

"One of the most frequent causes of colds, other than infection from other persons, is the lowering of the temperature of the bedroom during the night. Many persons are in the habit of retiring in the winter in a room that has had a fire in it for many hours and is overheated and not sufficiently ventilated. In the night the fire goes out and the room becomes very much colder. Naturally, while the air was warm, soon after going to bed, the bedclothes were partially kicked down. Then the sleeper does not awake to pull them up until after he is thoroughly chilled, and the harm is done. Moreover, most people who are so incautious also neglect to open the windows of temperature there is added the bad effect of foul air.

"The best line of defense against colds is to avoid contagion from others as much as possible, and to keep up our own physical resistance. We should live and work in well-ventilated rooms, get out in the open air as much as possible, sleep with all the bedroom windows open or, better still, out of doors if practicable, bathe regularly and carefully, keeping up the cold sponge bath, at least around the chest and shoulders, every morning, eat regularly and moderately, exercise daily in the open, indulge in no undue exposures, and not allow the body to cool too rapidly when heated. Try this plan and enjoy a winter without colds, grip, pneumonia or patent medicines. Its worth while."—Health Bulletin.

The legislature has passed a law making Sampson county subject to stock law, which seems to be against the will of the people of that county. We think stock law is a good thing, but we think that the matter ought to be left to the people to decide for themselves.

We agree with the Charlotte Observer that too much time is spent up at Raleigh in trying to manufacture political capital. It is unfortunate for the State that a senatorial race is to be pulled off next year. Too many are looking forward to that and are spending their time jockeying for position and at the same time losing sight of the best interests of the State.

It's all over. The legislature has accepted the proposition of the railroads and there's no use for further kicking. The port cities will have to put up with it and wait for time to vindicate them in their contentions. We admire the way the Wilmington people have accepted the inevitable. Instead of putting on a grouch they are going right ahead boosting the city as if nothing had happened.

KINSTON FIREMEN WILL ATTEND FAIR.

Kinston, Oct. 11.—Teams from Caswell and East Kinston fire companies will practice on East Gordon street Monday afternoon at 4:30 in preparation for the firemen's tournament to be held in New Bern during the fair week.

Whenever You Need a General Tonic Take Groves' The Old Standard Groves' Tasteless Chill Tonic is equally valuable as a General Tonic because it contains the well known tonic properties of QUININE and IRON. It acts on the Liver, Drives out Malaria, Briches the Blood and Builds up the Whole System. 50 cents.

Ocean Liner Burns Many Lives Lost

The Steamship Volturmo Burns In Mid-Ocean—One Hundred and Thirty Six Passengers Are Missing—The Wireless Brings Ten Rescue Ships And Five Hundred and Twenty One Are Saved

(By Cable to the Journal.)
Liverpool, Oct. 11.—The steamship Volturmo, of the Uranum line, was destroyed by fire yesterday in mid-ocean and one hundred and thirty-six of the passengers were lost. The Volturmo was burned to the water's edge and sank in latitude 48.25, longitude 34.33 West, not far from the spot where the Titanic was lost in the spring of 1912.

The Volturmo sailed from Rotterdam for New York via Halifax on October 2. Thursday morning fire was discovered in the boiler room and it gained such rapid headway that at noon the first S. O. S. signal, the international marine call for help, was sent out.

Ten vessels, eight of them liners, and two freighters caught the call and turned in the direction of the Volturmo, arriving on the scene a few hours after the call for assistance had been sent out. The passenger list of the stricken vessel numbered six hundred and fifty-seven, of whom five hundred and forty were of the steerage.

The rescuing ships arrived on the scene late Thursday, but because of the heavy seas were unable to reach the Volturmo. Thousands of passengers were forced to remain on the ships and watch the passenger on the burning vessel huddled aft, awaiting the slow progress of the flames.

Of the one hundred and thirty-six passengers missing, the majority lost their lives when the boats of the Volturmo were overturned by being dashed against the sides of the vessel as they were being launched. The rescued were taken off Friday morning, after the other ships had vainly stood by during the night.

The Carmania, of the Cunard Line was the first vessel on the scene, Captain Barr having driven his vessel at a rate of twenty knots from the moment he received the distress call. One the Carmania's boats was lowered and made its way towards the Volturmo but was forced to put back. In an effort to get a line aboard, Captain Barr forced the Carmania to within one hundred feet of the blazing craft.

At dawn Friday morning the flames reached the boilers of the Volturmo and they exploded with a concussion which almost broke the ship in two. This explosion is believed to have blown several passengers from the deck of the vessel.

For a few minutes the watchers feared the ship would sink immediately and their race with death would be lost. Beyond settling a little deeper, however, there was no change, and the Volturmo's passengers soon took heart again. After the explosion all efforts to fight the fire were abandoned and the passengers and crew crowded the deck to await the dawn.

In the cabins of the rescue ships, prayers were offered for those in danger. Before Thursday night ten ships had answered the call and were grouped around the burning vessel. To prevent any further disaster it was agreed by the captains over their wireless, that the Carmania's searchlight should be the only one in action and until Friday morning, the great arc was kept going while the thousands of passengers on the ships watched the battle between man and the elements.

At daybreak the storm had abated and life boats were once more launched, but it was hours before they could reach the Volturmo so heavy was the sea. When one tiny craft finally succeeded in reaching the ship and getting away with a load of women and children, a great cheer arose from the watching thousands. It took several hours to transfer the five hundred and twenty-one who are saved.

The Volturmo was built in 1906. She was three hundred and forty feet long and forty-three feet wide, and a gross tonnage of two thousand five hundred and eighty-one. The Carmania is due to reach Liverpool on October 12 and will be followed by the La Touraine, another of the rescue ships of the French line.

ried to the courts, as it surely will be, and be humiliated by their decision? You are penalizing motherhood. If you do not want to have married teachers, all right, but I beg of you, make a law allowing them to marry, but not to bear children."

Abraham Stern, who submitted the resolution declaring Mrs. Peixotto discharged, answered some of Dr. Wile's arguments. Max Stern said:

"Dr. Wile spoke of allowing persons with neurasthenia and other diseases to have time off, but this is an entirely different proposition. To my mind the case is no different from that of a person who would set sail on a steamer, knowing that the steamer would not return in time for the school session.

"The question at issue is: Does the teacher do as efficient work and does the child get all the attention that is due it? The board is not against motherhood. Our decision will not precipitate any serious decrease in the population, and even if it does we must

YOUNG WOMAN KILLED BY TRAIN

NEW HAVEN EXPRESS CRUSHES LIFE OUT OF ONE WOUNDS ANOTHER.

New York, Oct. 11.—In sight of fully four hundred persons, many of them women, Miss Anna Beltz, of Southington, Conn., was struck and instantly killed at 6 o'clock last evening by the Eastbound Hartford express of the New York, New Haven and Hartford Railway as it passed the Columbus avenue station, Mount Vernon.

Miss Anna Weckworth of Plantsville, Conn., a chum of Miss Beltz, was tossed twenty feet by the locomotive. She was cut on the head and body and was hurried to the hospital. The young woman had been attending the harvest home festival of the Wartberg Farm School, as had many of those who witnessed the tragedy.

In a statement made last night to Coroner James Dunn of Yonkers, Miss Weckworth at the hospital said that she and her companion had been told to walk down the Westbound platform and cross to the other side of the tracks if they desired to take an Eastbound train.

Instead of walking down the platform however, Miss Beltz, who had evidently misunderstood the instructions, started to walk the trestle over Columbus avenue. The structure carries four tracks, two of which are used by express trains. Miss Weckworth told the Coroner that she followed along, thinking that after all Miss Beltz might be right.

Passengers on the crowded platform saw Miss Weckworth look up suddenly and attempt to push her companion from the track. Next instant they realized her motive, for the express, tearing along at nearly sixty miles an hour, had ground one of the young women beneath its wheels and thrown the other diagonally over onto the local tracks.

Several women fainted and others became hysterical. In the excitement no one could give the station attaches an intelligent idea of what had happened, and a second express came thundering along and passed over Miss Beltz's body before it could be removed.

Miss Beltz was twenty-one years of age. Miss Weckworth is twenty-five. Coroner Dunn at once began an investigation into the accident, and after he went to the hospital and took the statement of Miss Weckworth he also got the statements of several of those who had witnessed the accident.

The Coroner said the accident was not the fault of the engineers of the flyer, and similar as he had been able to learn the railroad company was in no way responsible. He ordered the body of the dead young woman sent to her home in Southington.

With the administration adopting a three battleship policy it looks like our Josephus has put one over on Mr. Bryan.

As to Uncle Joe's changing his position we think the old gent is getting old enough to reform if he expects to reach the Promised Land.

Asks Judge to drink beer.—Headline. Such incidents, fortunately, are rare.—Cassette News.

The Judge would probably have written it, "unfortunately."

FOLEY KIDNEY PILLS FOR BACKACHE, RHEUMATISM AND BLADDER