

Slayer of Husband Is Freed by Jury

Charlotte, July 22.—The jury freed Mrs. Nellie Freeman, the 17-year-old Charlotte bride, who cut her husband's throat in May with a razor, after deliberating for nearly two days. The verdict was received on Wednesday without any demonstration. The throngs that had crowded the Charlotte courthouse for several days during the trial had left and only a few people were present when the jury returned its answer.

The plea of insanity had played the chord of sympathy until twelve men agreed that she should not suffer for embracing her husband and cutting his head half off with a razor in an effort to make a better man of him.

Pastor Kills Leading Citizen in Church

Fort Worth, Tex. July 20.—One of the sensations of the past week was the killing by Dr. J. F. Norris of one of the leading citizens of Fort Worth, Tex. D. E. Clippis.

Dr. Norris, a leading Baptist preacher, who, however, was out of harmony with the rank and file of his church had built up a great following, and has been preaching to one of the largest congregations of any church in Fort Worth.

Dr. Norris had previously been tried for burning a church, but was acquitted. He now asks that he be indicted, that he may face the court to answer the charge of murder.

Friends of Dr. Norris are building up a line of defense upon the ground that he killed Clippis in order that he might free himself from a conspiracy which had been formed against him by other church people.

Many people put Norris down as a fellow who liked to criticize and make charges against others, but when others disagreed with him it was treason in his estimation.

The fact that a preacher has a pistol at hand when friends come to see him and a heart to shoot them down before they passed out places him in the list of uncertainties.

Miss Margaret Manning left this morning for Greensboro where she will spend the week end with Misses Marie MacMillan and Sara Brawley.

Mr. Donoho, who is chief of the construction outfit of the Carolina Tel. and Tel. company, will spend the week end with his family in Morganton.

Mr. W. H. Hines, district manager of the Carolina Telephone company will spend the week end at home in Tarboro.

Mr. Mullins, of the construction department of the Carolina Telephone and Telegraph company has been in town for the past few days attending to work for his company.

To Spend Vacation in Western N. C. Rev. and Mrs. C. H. Dickey will leave Monday morning to spend their vacation in Western North Carolina and Eastern Tennessee.

FOR SALE: 200 STEERS AND heifers, some in good butchering order. W. S. Hundley, Boynton, Va. jy23 2t



BRINGING HOME THE BACON

43034 BRINGING HOME THE BACON is a good thing if you don't bring home the wrong bacon. A young lady stenographer who had written a letter to her young man during business hours sent the wrong letter to a business firm which stated they were shipping them a car load of love and kisses instead of the axle grease that they ordered. It's a case of bringing home the bacon every time you let us serve you with aqua-pure ice. Every block of ice undergoes sanitary inspection before delivery.

For satisfied service, just call 'phone 99.

LINDSLEY - LILLEY
ICE COMPANY

LEGAL NOTICES

NOTICE OF SALE OF LAND
Under and by virtue of the authority of a judgment of the Superior Court of Martin County in the action entitled "Atlantic Joint Stock Land Bank of Raleigh", Plaintiff against Louis Hardison, et al., signed on the 12th day of June 1926, the undersigned Commissioners appointed in said order will on Saturday, August 14th 1926 at 12: o'clock M. in front of the Court House Door in the Town of Williamston, N. C. offer for sale to

Modern Home Aided Byrd Pole Dash; Sugar Cane Fought Cold of North



The House in the Arctic.

Loading Ship for Trip.

Byrd in Airship and Doughnut Boat.

A MODERN home built in the Arctic defied the death-dealing cold of the Polar Regions and proved an invaluable aid to Lieutenant Commander Richard E. Byrd in his successful flight to the North Pole, which he circled three times in a record breaking flight of 1,500 miles in 15 hours and 30 minutes at an average speed of 98.75 miles an hour.

It was at the Spitzbergen base, King's Bay, where this first modern house was constructed amid the snow and ice of the Arctic immediately upon the arrival of Lieutenant Byrd and his companions, as a permanent home and observation station for the explorers. The house, which rose up on the horizon of the frigid north in marked contrast to the igloo of the eskimo, was equipped with a complete radio outfit that those who remained at the base while Lieutenant Byrd made his thrilling dash to the Pole in his speeding Fokker might keep in touch with their chief and the outside world, which they kept informed as to the progress and success of the flight.

It was to this same home that he returned after his hazardous trip and from which some of the first messages were sent to the waiting public, telling them through the lanes of the air that Byrd had circled the pole three times and had returned to his Spitzbergen home in safety, adding one of the most memorable pages to the history of Arctic exploration.

Sugar Cane Fights Polar North.

When Lieutenant Byrd left the Brooklyn Navy Yard on the ship Chantier he declared he had the best and most scientifically equipped expedition that ever had started for the North Pole. Special plans were made for the erection of his Arctic home. Boards of celotex insulating lumber made from bagasse (sugar cane fiber after all sugar juices have been extracted) were carried along with the latest inventions to aid in polar exploration. This building material is very light and is filled with millions of air cells, which give it great insulation value and resistance to change in temperature, especially the severe cold. One odd circumstance in connection with the use of this material is that the sugar cane of the south was utilized to fight the cold of the north.

Celotex was selected instead of lumber because tests made by the United States Bureau of Standards and its universal use in building construction all over the world, had demonstrated that this insulating lumber would keep the quarters of the explorers warmer and protect their living conditions more securely than ordinary building material.

It was only after careful investigation by the scientific men in the expedition that celotex was selected. These authorities pointed out that the protection afforded by its insulation efficiency was three times as great as ordinary lumber and nearly twelve times as great as that of brick and other masonry material. The ship Chantier also was lined with celotex as an added precaution to keep the ship warm while the explorers used it in the preliminary stages of the expedition.

In practically every other way this expedition was more scientifically prepared than any of its predecessors. These included inventions of Commander Byrd himself. A simple sun compass conceived by Byrd and developed by Mr. Bumstead of the National Geographic Society, superseded the complicated German device, developed three years ago for Amundsen. The drift indicator also was Byrd's invention. The bubble sextant by which the navigator obtains his bearings while in flight was another one of his inventions. Still another scientific development was a quick method of telling when one is at the North Pole. This has been worked out by G. W. Littlehales, the navy's hydrographic engineer.

Device Locates the Pole.

Byrd and others contributed to a chart of the magnetic lines flowing toward the magnetic North Pole, which is in Bothia Land, 1,200 miles south of the Pole. Between Bothia Land and the Pole the compass points south instead of north and over much of the Arctic it is badly disturbed by the discrepancy of position between the geographical North Pole and the magnetic North Pole.

This chart of the magnetic lines, flowing to the magnetic North Pole, although it was far from complete, was such as to enable the navigator to tell in what direction the compass should point from any spot in the Arctic. With this knowledge, the erratic behavior of the compass becomes orderly and it is once again a useful instrument.

A third type of compass used was a device of infinite sensitiveness—a revolving electrical coil, which is adjusted to a given relation with the magnetism of the earth. This, the sun compass, and the magnetic compass were each used to correct the other.

Lieutenant Byrd in his flight used a quick method of telling when he was actually at the Pole. This was the invention worked out by Mr. Littlehales, the U. S. Navy hydrographic engineer. It shows the sun's position from the North Pole at every hour of the day and every day of the year. When the flyer is near the Pole he can, by ascertaining the exact position of the sun, prove that he is near the Pole.

Flier 3,000 Miles Over Arctic.

The expedition, backed by such men as John D. Rockefeller, Jr., and Theodore Roosevelt, Jr., had three main objects.

- 1—To prove that air navigation in the Arctic is feasible and that freight and messenger travel over the top of the world is certain to come.
- 2—To hunt for new land in the unexplored areas of the Arctic.
- 3—To conquer the North Pole from the air as a sporting adventure and as a demonstration of what a plane can do—not a geographical study, as the Pole was bagged for all time by Admiral Peary.

Probably no one knows more about Arctic flying than Commander Byrd. From the Greenland base of the MacMillan expedition at Etah last year he flew 8,000 miles over the Arctic, studying the behavior of oil, motors, compasses, and other navigation instruments at great altitudes over the Polar sea.

With him this time Commander Byrd took a noted fuel expert, who is flying Commander G. O. Noble, as it requires great skill and pains to prevent the freezing of lubricating oil and stiffened action of the motors. If forced to work on the plane in the open at great altitudes with the thermometer at 60- to 70 below zero. The points which favored the month of May were that the Arctic fog had not begun to rise and heavy snows still covered the land and afforded many good landing places.

A factor of safety pointed out by Commander Byrd in connection with the use of the Fokker machine is that it carries a reserve engine. It has three engines. With a light load one is expected to be sufficient to maintain the plane in flight. With a normal load, two engines will do the work. If two engines break down at one time, when the plane is not too heavily loaded, it may fly with the use of one engine. The Fokker machine has a wing-spread of slightly more than 64 feet. It is said to be a marvel of airship construction.

The other airplane—the Curtis Oriole—was to have been used chiefly in finding landing fields so that if the fliers found their main landing place covered with a fog they might go elsewhere.

The Chantier was equipped with a powerful radio transmitter to send back the news of the expedition. The Fokker also is equipped with a receiving and transmitting set. Commander Byrd not only kept the world informed of the progress of the expedition, but received through the Chantier weather warnings to guide him in his flight.

How Expedition Was Equipped.

Forty-five hundred pounds of whole beef were included in the rations of the Byrd crew of forty-seven fliers, seamen and technicians. Also four hundred pounds of pemmican (meat fats and raisins), huge quantities of bacon, dried milk, oatmeal (two soups) and other supplies in proportion were carried along. Cod liver oil was included for its healthful properties. Herbert Griggs, who had charge of provisioning Peary's expedition in his famous dash to the Pole, worked out the rations for the Byrd explorers. Two pounds per man per day was the allowance to take care of all emergencies.

No amount of clothing is really sufficient when flying 1,000 or more feet in the air in the Polar regions, but every possible precaution was taken by Commander Byrd against exposure. The men were equipped with the warmest and lightest of reindeer suits and with fur parkas, a garment that reaches to the knees and has a hood covering the head. Plenty of goggles were found to be an absolute necessity to protect them against the glare of the snow.

In spite of all the precautions the undertaking was full of unseen danger. None of this equipment would be of the slightest avail against some unexpected and unprecedented situation which might arise. There is always the danger of snowblindness, exhaustion, freezing, some mishap to the engine. Lieutenant Byrd and his companions, however, were particularly fortunate in escaping with practically no ill effects except the exhaustion due to such a perilous trip.

Pick Up Ice Pilot.

The ship Chantier's first stop was at Tromsø, Norway, where an ice skipper was taken on to pilot the Chantier and its crew through the ice-filled waters around Spitzbergen to King's Bay, where preparations for the first flight to the Pole were made. The planes, the instruments and the various oil mixtures used in connection with the airship tests, were carefully examined and tested. Lieutenant Byrd's original plans called for six flights as follows:

- 1—A 400-mile flight from Spitzbergen to Peary Land to unload oil, provisions and equipment at a place that looks promising for a landing.
- 2—A 400-mile flight back to Spitzbergen.
- 3—A second 400-mile flight from Spitzbergen to Peary Land base with further food, fuel and equipment.
- 4—An 850-mile flight to and around the Pole and back to the Peary base.
- 5—An 800-mile round trip flight to the northwest over unexplored areas in search of new lands.
- 6—A 400-mile flight from the Peary Land base back to Spitzbergen.

It was his plan in his second flight to attempt to discover new land, but when he received the report of the flight of Amundsen in his dirigible, in which it was stated that the Norge had failed to find any trace of new land, Lieutenant Byrd decided to abandon further flights and the trip over land on sleds he had planned in his search for new land in unexplored areas. Now he has decided to try to accomplish his airship at the South Pole what he did at the North. As he left the Spitzbergen base he stated that he would have just as well an equipped expedition for his southern flight as he had in his recent adventure in the North.

LEGAL NOTICES

ed to Louis Hardison by Edward Smith by deed dated Sept. 30th 1918 and of record in Martin County Registry in Book T-1, at page 513.

This 12th day of July 1926.
ELBERT S. PEEL,
J. W. CALLAHAN,
7-16-4 Commissioners.
Martin and Peel, attys.

NOTICE OF SALE OF REAL PROPERTY

Under and by virtue of the power of sale contained in a certain deed of trust executed to the undersigned trustee by J. H. Ward and wife, Lucy Ward, on the 24th day of Sept. 1919 which said deed of trust is of record in the public registry of Martin County in Book A-2 at page 213, said deed of trust having been given to secure certain notes of even date and tenor therewith and the stipulations contained in the said deed of trust not having been complied with and default having been made in the payment of the indebtedness thereby secured and at the request of the holder of the said notes the undersigned trustee will on Saturday the 14th day of August, 1926 at 12 o'clock M. in front of the courthouse door in the town of Williamston, N. C. offer for sale to the highest bidder for cash the following described real estate, to-wit:

Being a house and lot located in the town of Williamston, N. C. bounded on the North by the Philpot house and lot, on the South by the Watts Street, on the East by a street running from Watts Street parallel with the railroad, and on the West by the railroad, containing 1-2 acre more or less.

This the 12th day of July, 1926.
WHEELER MARTIN,
7-16-4 Trustee.

NOTICE OF SALE

Notice is hereby given that under and by virtue of a power of sale contained in that certain deed of trust executed by H. L. Hardison and wife, Mary Hardison, to the undersigned Trustee and bearing date of the 18th day of November 1922, and of record in the Public Registry of Martin County in Book G-2, at page 505, said deed of trust having been given to secure the payment of a certain note of even date and tenor therewith, and default having been made in the payment of said note and the terms and conditions in said deed of trust not having been complied with and at the request of the holder of said note the undersigned Trustee will, on Monday the 16th day of August 1926, at 12:00 o'clock M., at the Courthouse Door of Martin County, at Williamston, N. C., offer at public sale to the highest bidder for cash the following described real estate, to-wit:

First Tract: A tract of land in Williams Township Martin County North Carolina, adjoining the lands of J. T. Smithwick on the North, the lands of the Dennis Simmons Lumber Co. on the East, the lands of F. C. Williams on the South and Sweeten Water Creek on the West, containing 180 acres, more or less.

Second Tract: Bounded on the

LEGAL NOTICES

North by H. L. Hardison on the East by the Williamston and Washington Road, on the South by Sarah F. Robertson and on the West by the run of Smithwick Creek and being same land conveyed to H. L. Hardison by J. O. Manning and wife.

This 15th day of July, 1926.
B. DUKE CRITCHER,
Trustee.
7-16-4 Dunning and Moore, Atty's.

NOTICE OF SALE

Notice is hereby given that under and by virtue of a power of sale contained in that certain deed of trust executed by R. E. Early and wife, Naomi Early, to the undersigned trustee, and bearing date of March 9, 1914, and of record in the public registry of Martin County in book U-1, at page 316, said deed of trust having been given to secure the payment of a certain note of even date and tenor therewith, and default hav-

LEGAL NOTICES

ing been made in the payment of said note and the terms and conditions in said deed of trust not having been complied with and at the request of the holder of said note the undersigned trustee will, on Saturday the 7th day of August, 1926, at 12 o'clock m., at the courthouse door of Martin County at Williamston, N. C., offer at public sale to the highest bidder for cash the following described real estate, to-wit:

Starting on the corner of Commerce and Maple Streets, running south 143 feet 4 inches to Osborne corner, thence in a westerly course 133 feet 3 inches, to a corner; thence in a northerly course 143 feet 4 inches to Commerce Street, thence in an easterly course 133 feet 3 inches to the beginning, containing by estimation 1-2 acres, be the same more or less.

This 6th day of July, 1926.
A. R. DUNNING,
Trustee.
jy9-4tw

IT'S COOL AT

Pamlico Beach

SPEND THE WEEK END THERE

Rates

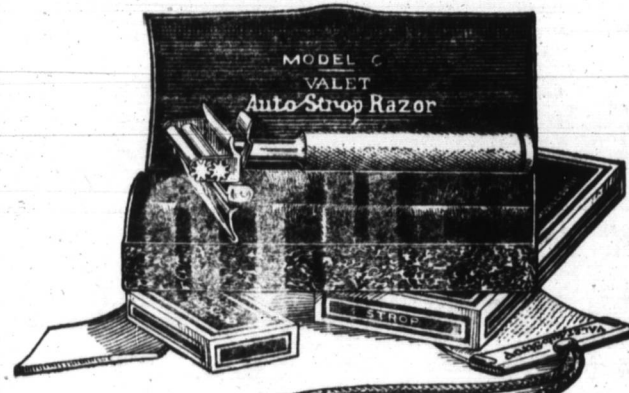
Per day \$ 3.00
Per week 17.50

BIG DANCE SATURDAY NIGHT

(Music by 6-piece Orchestra)

DO YOU SHAVE?

A GENUINE AUTO STROP RAZOR WITH STROP IN ATTRACTIVE CASE AS SHOWN BELOW



ABSOLUTELY FREE

WITH A YEAR'S subscription to this paper and a 3 years' subscription to the Southern Ruralist at the special club price below. We believe the value of this offer is apparent to all our readers, and consider it the most attractive offer we have ever made. Use coupon below.

Enterprise Publishing Co.,
Williamston, N. C.
I am enclosing \$2.50 for which enter my subscription for one year to your paper and 3 years to the Southern Ruralist, mailing me, without charge, an auto strop razor in case together with strop.

Name Town
Route State

Theford's

BLACK-DRAUGHT

For Constipation and Indigestion

(Purely Vegetable)

Pigs and Chickens hustle,
Scramble out the road,
All de cotton pickers,
Riding in a fode.

Pack 'em on de cushions
Jam de ruin bode,
Chunks er grinning happiness
In a shining fode.

Crank 'er up with muscle
Hit de grit fer town
Never mind de rattle,
While de wheel turns round.

Won't eat nary tater
Neither meat or greens
I'm at de steering wheel
Eating sardines.

Nuther car behind him,
Don't you let him pass,
Beat um to de crossin
Steppin on de gas.

Skid round de corner,
Bridges at a jump,
Hit a little bull calf,
Bif, Bam, Bumps.

Run into de phone pole,
Tumble in de ditch,
Who can tell de difference,
Everybody's rich.

Now that you have made your Tobacco Crop, is it worth protecting while you are going through the dangerous "Curing Season"? If so see the man who makes a specialty of insuring Tobacco Curing Barns against fire loss.

Leslie Fowden

Day 'Phone 78

Night 'Phone 133

LEGAL NOTICES

the highest bidder for cash at public sale the following described real estate:

All that certain piece or parcel of land, situate, lying and being in Williams Township, Martin County, State of North Carolina, containing 39 and 14-100 acres more or less on the Smithwick Road about 2 1-2 miles from the Town of Jamesville, N. C. having such shapes, metes, courses

LEGAL NOTICES

and distances as will more fully appear by reference to a plat thereof made by J. R. Mobley, surveyor, on the 17 Feb. 1923, adjoining the Smithwick Land on the North, Bob Godard on the East, W. W. Griffin on the South and the lands of Ferd Holliday on the West and more particularly described as follows:

Beginning at an ash in Big Swamp, corner of W. W. Griffin and Ferd

LEGAL NOTICES

Holliday, thence N. 40 1-2 E. 118 poles to a canal, thence with said Canal S. 50 E. 24 poles, thence N. 65 1-2 E. 12 poles, thence N. 85 E. 9 poles and S. 54 E. 5 1-2 poles to a sweet gum, thence with the line of Bob Godard S. 22 1-4 W. 119 poles to the Big Swamp, thence with said Swamp N. 63 W. 60 poles to the beginning, containing 89 14-100 acres more or less and being the same land convey-