WASHINGTON DAILY NEWS

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If you do not get The Daily News promptly telephone or write the manager, and the complaint will receive immediate attention. It is our desire to please you.

WASHINGTON, N. C., SEPT. 10

LET THE NEWS FOLLOW.

Parties leaving town should not fail to let The News follow them daily with the news of Washington fresh and crisp. It will prove a valuable companion, reading to you like a letter from home. Those at the seashore or mountains will find The News a most welcome and interesting visitor.

MUST BE SIGNED.

All articles sent to The News for publication must be signed by the writer, otherwise they will not be published.

Every day is a fresh beginning,
Every morn is the world made new;
So in spite of old sorrow and older sinning,
Of trouble forecasted or possible pain,
Take heart with the day and begin again. —Susan Coolidge.

Maybe the agreement between our postal authorities and those of Cuba will absolutely prevent the sending of Cuban lottery tickets to this country by mail, but we'll have to be shown. As a bluff the statement may do some good.

It must be confessed that previousness is one of our national traits. If you doubt it, just listen to this talk about balloon excursions to the north pole, for scientists who wish to study conditions there.

"Frank Hitchcock will spend his vacation in the West, communing with nature," says a news note. Uh, huh. But it's a good guess that the politicians of the sections he visits will help him do some of the communing.

Even Parisian duelling is getting dangerous. Two captains fought with swords and both had to be carried off the field, so badly were they cut up. A few more such stunts and the duel will go to the discard over there.

After having made up with her husband, whom she had publicly accused of poisoning and other little things, Mrs. Eaton naively remarks: "There has been too much said about our family differences." Can you beat that for unconscious humor?

More hardship for the poor Annapolis cadets. A hard-hearted superintendent has forbidden their taking girls canoeing, though he knew that many of them had bought canoes for that express purpose. After awhile their only amusement will be scrapping with each other.

Did you ever notice how many "society leaders" there are who never get heard of until they figure in some scandal?

And now it is said that the Kansas farmer who doesn't own an automobile is looked down on by his neighbors. Don't doubt it in the least, as looking down on those who don't own one seems to be one of the pleasures that go with owning automobiles everywhere.

Bought your winter supply of diamonds yet? Better hurry, if you haven't, as they are scheduled for a 10 per cent jack-up.

Dr. Cook's discovery of the north pole will put a few lecture routes out of whack, as well as give the scientists something new to wrangle over.

British noblemen are pretty fast, but we doubt the accuracy of the cabled statement that Lord de Clifford, killed by an automobile the other day, was born in 1884 and married to an actress in 1896.

One of the queer things about some of the men who could not afford the "financial sacrifice" of remaining in office is the amount of time they put in laying wires to get back on the pay roll.

THE STARS AND BARS.

The True Story of How the Confederate Flag Was Designed.

Gen. W. L. Cabell, of Dallas, Tex., commander of the Trans-Mississippi Department of the United Confederate Veterans, wrote recently the history of the Confederate flag. He writes:

When the Confederate army, commanded by Gen. Beauregard, and the Federal army confronted each other at Manassas it was seen that the Confederate flag and the Stars and Stripes looked at a distance so much alike that it was hard to distinguish one from the other. Gen. Beauregard, after the battle of July 18, at Blackburn's Ford, ordered that a small red badge should be worn on the left shoulder of our troops, and as I was chief quartermaster, ordered us to purchase a large quantity of red flannel and to distribute it to each regiment. During the battle of Bull Run it was plain to be seen that a large number of Federal soldiers wore a similar red badge. Gen. Johnson and General Beauregard met at Fairfax Courthouse in the last part of August or early September and determined to have a battle flag for every regiment or detached command.

General Johnston's flag was in the shape of an ellipse—a red flag with blue St. Andrew's cross and stars on the cross (white) to represent the different Southern States. (No white border of any kind was attached to the cross). General Beauregard's was a rectangle, red, with St. Andrew's cross and white stars, similar to General Johnston's. After we had discussed fully the two styles, taking into consideration the cost of material and the care of making the same, it was decided the elliptical flag would be harder to make; that it would take more cloth, and it could not be seen so plainly at a distance; that the rectangular flag, drawn and suggested by Gen. Beauregard, should be adopted. General Johnston yielded at once.

RETURN OF A POPULAR FAVORITE.

Thou art here, O bivalve rare,
To delight my humble fare!
'Tis a mortal free from care
That I am.
May and June, likewise July,
August too—and that's no lie—
Found me feasting high and dry
On the clam.

Visions float before my eyes
Of stews and steams and fries—
Rise, like Aphrodite, rise
From the blue!
Now the Muse to thee belongs,
And the bard's impassioned songs
Laud the dredger's pliant tongs
Tried and true.

Whether dining en famille,
Or 'mid Broadway's merry peal,
Of the solid prandial meal
Thou are the plinth!
In shell garden of the blue
(Is this metaphor askew?)
Thou art certainly the true
Hyacinth.

Even thy plain, innocous shell
I have cause to love full well—
Many tales I'd like to tell
O'er and o'er.
Backward through the years I glance,
Memory does a song and dance
'Round that town of rare romance,
Washington.

Summer days—oh, well, they're fled,
Autumn, robed in gold and red,
Enters like a fair coed,
Sweet and shy.
Now the skies are amethyst,
Waiter, please hand me your list;
I'll make up for months I've missed—
Thanks, a fry!

E. H. HARRIMAN DEAD

(Continued from First Page)

pendent capitalists, among them Harriman. The road was merely a line from Omaha to Agden, about 1800 miles long. The syndicate paid the government $58,000,000 in cash and $27,000,000 to settle with the holders of the old first mortgage bonds. The road was turned over to the syndicate at midnight on the last day of January, 1898.

The same syndicate purchased for $2,200,000 a block of coal company bonds and other railroad bonds and in the following month a group of branch lines, called the Kansas Pacific, for $6,303,000. That was the last dollar ever subscribed by the syndicate for the creation of the great Harriman system. The members of the syndicate received back every cent they had invested within three years and all the subsequent purchases of railroads were made on the credit of the Union Pacific and the few other lines under its control.

Harriman soon became the controlling spirit of the Union Pacific and by stringent economy, cutting off all waste and improving the main line, transformed the road into valuable property, paying steadily increasing dividends. He cleverly used the credit of this road for acquiring, without spending a single dollar the control of one railroad after the other. The first railroad thus absorbed was the Oregon Railroad & Navigation Company, whose stockholders were induced to exchange their stock for Union Pacific stock.

In the summer of 1899 Mr. Harriman temporarily dropped his financial schemes and took a scientific exploring expedition to Alaska, which he fitted out at his own expense. The following year he bought the Kansas City, Pittsburg & Gulf Railroad, and reorganized the Chicago & Alton which he had acquired in the early spring of 1899. Next came the Southern Pacific, which became part of the Harriman system on February 1, 1901. The credit of the Union Pacific was used to accomplish the absorption. The Union Pacific executed a mortgage for $100,000,000 and sold $46,000,000 of bonds at par, thus paying for the stock of the Southern Pacific.

When Harriman tried to obtain control of the Burlington railroad and the Morgan interests snapped it away from him, buying it for the Northern Pacific, Harriman became determined to obtain control of the Northern Pacific. This led to a bitter fight between the Harriman and the Morgan-Hill interests and caused the panic of May 9, 1901. This was one of the few cases in which Harriman did not succeed in carrying out his plans. He fought hard and went to law to force the Northern Security Company, declared illegal by the Supreme Court, to return to him the Union Pacific stock he had turned over to the Morgan-Hill clique for Northern Security stock, but in the end he had to take what Mr. Hill was willing to give him.

In the following years Harriman continued the extension of his system toward the East and South. He acquired control of the Illinois Central Railroad, ousting his former friend, Stuyvesant Fish, from the presidency, obtained a strong hold over the St. Joseph & Grand Island by using the credit of the Union Pacific and through the Oregon Short-line he obtained interests in the Atchison, Topeka & Santa Fe, the Baltimore & Ohio, the Milwaukee & St. Paul, the Chicago & Northwestern, the New York Central and several minor railroads. These railroads and his interests in the Equitable Life Assurance Society and other insurance companies, placed him in control of property valued at more than $1,000,000,000, and one of the most dangerous rivals of John D. Rockefeller, J. P. Morgan and Jas. J. Hill, as well as a political power, particularly in the West.

THE DIXIE TONIGHT.

Another excellent and well arranged program is promised at the Dixie tonight, as usual Mr. Gerken will be the leading attraction in his whistling and joking. Last night this black faced artist was at his best and simply carried the audience by storm. His witty sayings last night were new and catchy. Persons not susceptible to laughter and suffering from meloncholia had better visit the Dixie tonight and enjoy themselves. The moving pictures last night were beautiful. Tonight the management promises scenes not yet equalled at this popular play house. Standing room was at a premium and tonight the indications are the crowd will be even larger. The Dixie this week has been a popular pastime for our citizens. The show tonight will be pleasing.

There's work for a want ad.—in pher works.

Report of the Condition of

The First National Bank of Washington

at Washington, in the State of North Carolina, at the close of business, September 1, 1909.

RESOURCES.

Loans and discounts		$229,424.59
Overdrafts, secured and unsecured		559.11
U. S. Bonds to secure circulation		12,500.00
Bonds, securities, etc.		5,000.00
Banking house, furniture and fixtures		2,000.00
Due from National Banks (not reserve agents)		28,622.50
Due from State and Private Banks and Bankers, Trust Companies, and Savings Banks		5,515.12
Due from approved reserve agents		14,763.35
Checks and other cash items		1,610.21
Notes of other National banks		678.00
Fractional paper currency, nickels and cents		181.89
Lawful Money Reserve in Bank, viz:		
Specie	$11,374.80	
Legal-tender notes	5,000.00	16,374.80
Redemption fund with U. S. Treasurer (5 per cent of circulation)		625.00
Total		$317,848.57

LIABILITIES.

Capital stock paid in	$50,000.00
Surplus fund	30,000.00
Undivided profit, less expenses and taxes paid	5,328.00
National Bank Notes outstanding	12,500.00
Due to other National Banks	70.32
Dividends unpaid	96.00
Individual deposits subject to check	160,391.82
Time certificates of deposit	33,462.05
Certified checks	436.00
Cashier's checks outstanding	88.45
Notes and bills rediscounted	25,475.92
Total	$317,848.57

State of North Carolina, County of Beaufort, ss:

I, A. M. Dumay, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. A. M. DUMAY, Cashier.

Correct—Attest:
J. B. POWLE,
FRANK C. KUGLER,
W. E. SWINDELL,
Directors.

Subscribed and sworn to before me this 8th day of September, 1909.
R. A. SQUIRES,
Notary Public.

Japanese Party on Tour of Country

Portland, Ore., Sept. 10.—The party of Japanese merchants who recently arrived in this country, left Portland this morning to begin their transcontinental tour. The itinerary provided for a trip up the Columbia river and a visit to the Hood River valley. From Hood river the tourists are to cross the Columbia river and take the north bank road for Spokane, from which point the journey eastward will be resumed.

Bowling Match Tonight

The bowling contest at the Imperial Bowling Alley this evening between local teams, promises to be a hit, and will be both interesting and entertaining. Both teams are in good practice, and whichever side wins the prize offered by the Imperial management, the winners can rest assured it was well earned.

The bowling starts at 8:30 sharp. Ladies are invited. A small admission fee will be charged. Mr. G. A. Heptinstall will be the scorer, and Mr. F. C. Kugler, referee.

The following gentlemen compose the respective teams: Joe Ross, Guy Gabriel, Guy Hardy, H. B. Mayo, C. M. Sanders, Cal. E. Jordan, D. C. Ross, J. K. Morris, S. R. Pegram, J. H. Calloway, Will Beasley and W. K. Jacobson.

EXCELLENT STATEMENT.

First National Bank Publishes Statement Ending September 1st.

The News readers are directed to the most excellent statement of the First National Bank, this city, which appears on second page. This institution is one of the prides of the city. By fair dealing and courteous officials, since its organization, it has grown wonderfully and enjoys the confidence and esteem of all of our people.

CITY MARKET.

Eggs	22c
Chickens, grown	25 to 30c
Spring chickens	10 to 25c
Butter, prints	35 to 40
Hides, G. S.	8c
Mixed wool	19 to 20c
Hurry wool	10 to 15c
Tallow	3 1-2c
Wool, free from burrs	20c
Shoepegs	10 to 12c
Lambskins	25 to 40c
Beeswax	25 to 28c

COTTON.

Seed cotton	$4.25
Lint cotton	9c

Big Union of Car Employes

Atlanta, Ga., Sept. 10.—Members of the International Brotherhood of Railway Carmen have assembled in this city for the organization's twelfth biennial convention. The convention will be in session during the next ten days and will be attended by about 2,000 delegates from various parts of the United States, Canada and Mexico.

The principal business of the convention, aside from the customary reports and election of officers, will be the consideration of plans for the proposed amalgamation of the brotherhood with the National Car Workers. The project for a union of the two bodies has been under way for some time and it is believed that it will be consummated at the present convention.

The combined organizations would have a membership exceeding 60,000, which would place it numerically among the foremost labor organization in America.

The advance agent of the "Big Bill" tour will be a secret service man, who will travel two weeks ahead of the show. He may use gumshoes, but it is certain he will not be accompanied by a brass band.

SCHEDULE GAS BOAT VICTOR.
Tuesday, Thursday and Saturday.
Leave Hunter's Bridge 6 a. m; arrive at Bath, 6.30, Washington, 9. Leave Washington 2.30 p. m., arrive Bath 5. p. m., Hunter's Bridge 5.30. Fare 50c. round trip, 35c. one way.
WILLIAM BOYD, Master.