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Subscribers desiring the paper discontinued will please notify this office on date of expiration, otherwise it will be continued at regular subscription rates until notice to stop is received.

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.

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.

All articles sent to the Daily News for publication must be signed by the writer, otherwise they will not be published.

FRIDAY, JANUARY 12.

WHICH ONE?

One of your readers writes us: "Regarding the poem 'Beautiful Snow,' recently published by you, the New International Encyclopedia furnishes the following information: 'A well known poem by John W. Watson, published in 1855 in Harper's Weekly.'"

We'll accept our reader's answer as eminently correct. But ever since there have been snows there have been "pomes" on "The Beautiful Snow," and being as how we are partial to the gentler sex we are going to stick to it that the authoress of that "Beautiful Snow" was a woman, and if our reader will read it over again he will find sufficient circumstantial evidence in its jingle, jangle to warrant us in taking an immovable stand. 'Twas writ by a woman.

WANTED—POLICE CHIEF.

WANTED—A RELIABLE MAN FOR Chief of Police in a town of 3,000 inhabitants; must give good reference. Send all applications to Town, care— 35.

The above advertisement appears in a state paper today. The town wanting this officer has a population of 3,000. It is safe to presume that Biogenesis has secured this city and as a last resort the city fathers have to go outside to find a man to fill the job. The name of the town is not given, but it is safe to assume that the Macs and Murphys, Ryans and Kellys are scarce there. Incidentally, we might note that Doc Riddick has served notice on the good people of Norfolk that they need not look for another Mayor, that he is "still a-rubbin'."

FOR A UNION STATION.

For some time citizens of Washington have been impelled to take active steps to procure for Washington a union passenger station. Sentiment has so strongly crystallized, in the language of Mr. Taft: "nothing but death" will now keep them from taking the matter up to the corporation commission to attain this end. The Atlantic Coast Line provides a "waiting room," without any conveniences, and it is often difficult to purchase a ticket until just at train time. No shed is provided to protect the patrons of the road from the weather in going back and forth from the train to the station; no offset or rest room for women, and the accommodations are little better than are found at flag stations along other roads. We should be pleased to see the several organizations of ladies of the city to take active hold of a plan to present the matter to the Inter-State Commerce Commission. A station is needed where weak and delicate women can rest while waiting for trains. We do not mean that class of women who fear they will not be on time and rush to the station an hour or two before the published schedule time of departure of a train, but those who get there in proper time and have to wait two and three hours for a train that is reported "about 15 minutes late." That class of ladies who are often unaccompanied and are forced to be jolted and mixed with a promiscuous crowd of men, because there is no other alternative. The city's police force is inadequate to keep an officer at each of these stations for the protection of the unfortunate tourists, but if we had better accommodations at our railway stations there would be far less occasion to require the presence of one. We hope to see the ladies take this matter up. By having a union station, we could have a comfortably equipped rest room for ladies where, if occasion required, they could lie down, or rest in a comfortable chair; arrange their toilet; have the attention of a matron, if occasion required telephone to a servant; some forgotten injunction, or retire from the gaze of the sterner sex. These things must come, so must the union station.

OPPORTUNITY KNOCKS



Copyright 1912.

250 ACRES EARLIEST TRUCK SOIL ALONG THE ATLANTIC COAST RESIDES LOW GROUNDS ONLY \$5,000. BEST BARGAIN IN STATE. A. C. HATHAWAY, Washington, N. C.

IMPROVEMENT IN CITY MILK Restoration of Sale to Bottles in Chicago Has Been Means of Lowering Infant Mortality.

Restricting the sale of milk to bottles, in the city of Chicago, has been the means of improving the quality and lowering the infant mortality. The new city ordinance which went into effect in Chicago the first of this year requires all cows to be tested or the milk pasteurized, and the result of this measure is expected to be most beneficial to the consumer. In cooperation with the weeding out of insanitary milk rooms in the city—a campaign inaugurated by the authorities—marked improvements are looked for in the quality of milk sold to the consumer.

"Milk bottled in the country" is a slogan which has been extensively employed by dealers. It has increased the sale of milk delivered in this manner and earned for Chicago the distinction of having the supply bottled in the country instead of in the city as is the case generally. The inspection of retail milk rooms in Washington, D. C., requires more time and labor than in other cities of like size because the number of small dealers is large. Owing to the limited volume of business handled, many of these milk rooms are intermingled with domestic and business life, which, compared with other cities, might be considered a prominent fault. General conditions, however, show a steady improvement, and the efforts of the health department are meeting with success.

CONVENIENT TRUCK IN BARN

Dairyman Cannot Afford to Slight Any Implement That Will Lighten His Labor—Car is Handy.

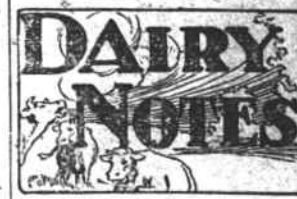


No dairyman can afford to ignore that which will lighten his labor in any way whatever. Be his stable ever so conveniently constructed, he has enough to do. Hence the importance of his considering the truck or car presented in the cut, for which we are indebted to an exchange. Made of good lumber, the only iron about it is the handle at each end by which to draw or push it, and the straps which are screwed against the ends, engage the ends of the axle outside the wheels and are screwed flat against the bottom of the truck.

MILK STRAIN OF SMORTHORN

Found Excellent Breed Where Dairying Is Not Specialized and but Few Animals Kept. Where dairying is not specialized but a few cows are kept to supply the household with milk and butter, and to give an abundance of good milk for family use, the milking strain of Smorthorn finds its place. This breed has, in Canada, been bred for beef so exclusively that the milking qualities have suffered; but there are great possibilities in this fine type of cattle, with their placid disposition and general good health. They are growing in favor with dairymen. The male calves can be reared for beef, and, if anything happens to the cows they can be easily made ready for the butcher. The Smorthorn is of English origin, is above the average in size, and

weight, and gives a medium flow of standard quality milk. She may be white, red or roan, or a combination of any of these colors.



DAIRY NOTES

Don't let the butcher get good, desirable heifer calves. A good supply of pumpkins will now be relied on by the dairy cattle. Cold fall rains will cut down the milk flow unless the cows are protected. As a rule, cows should be bred so they will freshen once in twelve months. Skim-milk is such a necessity on the farm that no dairy farmer can afford to be without a separator. The milk vessel should be smooth on the inside. There should be no crevices and cracks that are difficult to clean. Better dairy farmers as well as better dairy cows are necessary before dairymen reaches the plane which it well deserves. One way to set a good example for the young farmers in your neighborhood is to keep pure-bred dairy cattle and keep them right. The best of feed will not make a good cow out of a poor one, but inferior feed is sure to make a poor cow out of a good one. It pays to begin stabling the cows when the nights first become chilly. They can slobber a bit of milk and butter for a while.

FARM TOOLS CHEAPLY MADE

By Little Ingenuity Many Useful and Necessary Implements Can Be Constructed.

(By J. W. GRIFFIN.) To make a good roller at the cost of \$7 or \$8, take four old mowing machine wheels all of one size. Use the axles of the machines for the roller shafts.

Break off the lugs on the rim of the wheels, then have your blacksmith drill 1/2-inch holes four inches apart. For the drum or roller staves use 2x4-inch scantlings cut to three-foot lengths, bore 1/2-inch holes in these near each end to make the ends even with the edge of the rim of the wheel. Bolt these onto the wheel, using washers under the heads of the bolts and the nuts against the inside of the rim of the wheel.

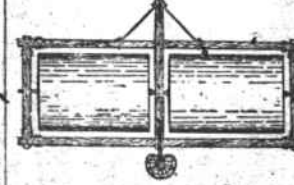
The piece of scantling should be beveled slightly, so as to fit closely against the rim of the wheel. Now we are ready for the frame, which should be of 4x4-inch stuff. Cut two pieces which should be 7 1/2 feet long. Two inches from each end cut a 1x3-inch mortise. In the center of each of these pieces cut a 2x4-inch notch for the tongue to rest in. Cut the end pieces long enough to clear the rollers when the frame is put together. Cut tenons on each end of these pieces to fit the mortises in front and

Advertisement for 'What a Fisherman Wants in Rubber Boots' featuring 'BOSTON HUB WARRIOR BOOTS' and an illustration of a fisherman.

have the blacksmith make four corner irons with four holes in each 3/4-inch; pin corners securely, then put corner irons on and tighten up the bolts.

If you can find four old machine boxes that will fit the roller shafts, bolt to under sides of frame as shown in cut; if not, make some out of hard wood. The wooden boxes—lay two pieces of 2x4-inch hard wood together, clamp them and bore a hole about 3/32 of an inch larger than the roller shaft. Let the worm of the sugar roll directly between them, so one-half of the hole will be in each piece.

Putting rollers and frame together—place the shaft in each roller and make fast by means of a set screw—



Good Home-Made Roller.

The hub of each wheel; the shaft should turn in the boxes, not the wheels on the shafts. Now, place the frame over the rollers and adjust to proper position, that is, have the space around the rollers between them and the frame the same distance at all places. Raise the roller frame slightly and slip in place the upper half of each boxing; let down frame on shaft, put lower half of boxings in place, then bore holes through the frame 2 1/2 inches from the shaft, and bolt all together with 1/2-inch bolts.

Value of Corn Crop. The farmer makes the most money who devotes his fields to the growing of crops to feed stock making use of all the raw products at home, thereby not only saving much of the cost of transportation, but also maintaining the fertility of the soil. Taking everything into consideration, corn will probably produce more food per acre for domestic animals than any other plant and there are but few feeds which can be fed in a greater variety of ways.

TARIFF AND THE TRUSTS

High Authority Gives Voice to Opinion—That the Country Will Do Well to Heed.

John H. Davis, head of the banking house of John H. Davis & Co., believes that the long session of congress that will convene soon need not be looked forward to with apprehension, for he believes that it will take rational action upon big public questions, including a consideration of legislation to regulate "trust" activities and probably a reduction of the tariff. In the November circular of his house he says: "What the country seems to be losing sight of is the obvious truth that

the root of the American trust evil is the protective tariff law, the trusts are created and not caused. They are the direct outcome of the tariff. The high prices by which they profit are for which they are blamed are the result of the prohibitive duties upon imports without which such prices could not be maintained so much to what extent monopoly might be checked. It is most unfortunate that this basic fact is not kept more prominent before the American people whose anti-trust sentiment is only the expression of a revolt against high costs.

It is relief from the high cost of living that the country demands, and the agitation should be first of all, for tariff reduction. With that accomplished, the trust question will take care of itself. Without it, neither price nor monopoly will be controlled. It may be doubted that cheaper tobacco will result from the disintegration of the tobacco trust, but it is certain that it would follow the lowering of tobacco duties. It is unlikely that steel products will fall much in price if the steel trust is dissolved, but no one will question that they would be materially lower if the duties on imported steel were reduced. Indeed, the proposition is so obvious that it admits of no argument. Lower the tariff and inflation will cease. Monopoly, extortion, excessive capitalization and high costs will disappear. Competition of the proper sort—that of America with the whole world—will be restored and the natural development of our superior resources and of our commercial ability will follow.—New York Times.

COMBATING LICE IN CHICKS

Small Quantity of Olive Oil Rubbed on Fore-Head Will Prove Quite Effective.

If fowls are healthy, the premises kept clean, and a dust bath or ashes provided, lice rarely get the upper hand, but most farm owners, a hen with many or few lice on her when sitting transmits them to the chickens immediately they are hatched. They are to be found stationary on the chicken's head, above the beak and eyes, and in a few days when they get more plentiful, are to be found behind and on top of head and throat. A simple and effective treatment adopted by the government station in New South Wales is to place a small quantity of olive oil in a saucer, and the day after hatching dip the finger in the oil and thoroughly rub it into the feet of the chicken's head and under the throat. This will kill the lice if present and if repeated the second or third day there will be little fear of any escaping. When a week or ten days old the chickens should be examined again and if any of the vermin are found at this age a little kerosene can be added to the olive oil. It is best to anaesthetize all chickens with the oil immediately after they are hatched, such being a sure preventive of the scourge.

NOTICE

B. B. Nicholson and E. A. Daniel, Jr., formerly practicing law under the firm name of "Nicholson & Daniel," have, this, the first day of January, 1912, dissolved partnership and in the future the said Nicholson and Daniel will practice separately and apart. B. B. Nicholson will continue to have his office in the office formerly occupied by the firm of Nicholson & Daniel; E. A. Daniel, Jr. will have his office on Market street two doors from the City Hall. This the 1st day of January, 1912. B. B. NICHOLSON, E. A. DANIEL, JR. 1-5 1-m-c

Classified Advertisements

Professional and Business Cards. W. C. Rodman, Attorney-at-Law, Washington, North Carolina. H. W. Carter, M. D., Practice limited to diseases of the Eye, Ear, Nose and Throat. G. A. Phillips & Bro., Fire Insurance. W. D. Grimes, Attorney-at-Law, Washington, North Carolina. E. A. Daniel, Attorney-at-Law, Practice in all Courts, Washington, N. C. Stewart & Thompson, Attorneys at Law, Washington and Aurora, N. C. Coffin H. Harding, Attorney-at-Law, Office Savings & Trust Co. Bldg., Rooms 3 and 4, Washington, N. C. Norwood L. Simmons, Attorney-at-Law, Washington, N. C.

Norfolk Southern Railroad

Route of the Night Express. Schedule in effect June 17th, N. B.—The following schedule figures published, as information only and are not guaranteed. TRAINS LEAVE WASHINGTON, Northbound. 2:30 a. m. Daily—Night Express Pullman sleeping cars for Norfolk. 10:55 a. m. Daily—For Norfolk west. Parlor car service. 3:05 p. m. Daily except Sunday—For Belhaven. Westbound. 7:00 a. m. Daily except Sunday—For Greenville, Wilson and Raleigh. Connects north, south & west with all lines. 4:00 p. m. Daily—For Greenville, Wilson and Raleigh. Parlor car. 1:30 a. m. Daily—Pullman sleeping and Raleigh. Connects north, south and west. Southbound. 2:30 a. m. Daily—For New Bern, Kinston and Goldsboro. Pullman sleeping cars. 10:07 a. m. Daily except Sunday—For New Bern. 2:50 p. m. Daily—For New Bern, Goldsboro and Beaufort. For further information and reservation of Pullman sleeping car space apply to T. H. Myers, Washington, N. C. W. W. Croston, Gen. Supt., Norfolk, Va. G. F. A.

Hydrated Lime

Is The True Fertilizer. The United States Bureau of Soils Studied 220 different soils from all parts of the country under uniform conditions in wire baskets. Different commercial fertilizers with and without lime were used. As an average of all tests it was found that barnyard manure and cow-pea vines with lime tied for first rank, liming generally increasing the efficiency of complete fertilizer, and lime alone ranked next to nitrate when single elements were used. This is of extreme importance to every user of fertilizer in any form, and it proves that ONLY THE HIGHEST EFFICIENCY IS REACHED WHEN LIME IS USED. Tidewater Hydrated Lime is the most economical and effective substance thus far used for counteracting the sour of acid soil. Only one kind of lime can be used advantageously for fertilizer; that's High Calcium and the most profitable is in hydrated form. Lime should be applied judiciously and never depend upon lime alone to maintain the fertility of the soil, as all the ingredients which plants needs must be present in the soil to insure the profitable production of crops. Let us give you the names of several successful farmers of this section who are using Hydrated Lime. Harris Hardware Co., The Glass Front Store, Washington, N. C.

Harris Hardware Co.

The Glass Front Store, Washington, N. C.

LODGE DIRECTORY. BRADFORD COUNCIL, No. 1681. ROYAL ARCADE. Meets in Taylor's Hall first and third Friday evenings each month at 8 o'clock. HOPE LODGE, No. 2. Chestnut Brotherhood. Meets in Taylor's Hall every Tuesday evening at 8 o'clock. TAU TRIBE, No. 18. I. O. R. M. Meets in Taylor's Hall every Monday's Sleep 8th Run. PHALANX LODGE, No. 10. I. O. O. F. Meets every Thursday evening in Taylor's Hall at 8 o'clock. NAOMI REBEKAH LODGE, No. 99. I. O. O. F. Meets in Taylor's Hall second and fourth Friday each month at 8 p. m. PAMELO LODGE, No. 73. K. of P. Meets in their hall upstairs, corner Union alley and Main street, every Thursday evening at 8 o'clock. ORR LODGE, No. 104. A. F. and A. M. Meets in their hall, corner Bonner and Third streets, first and third Tuesday each month at 8 p. m. HOPE CHAPTER, No. 10. Royal Arch Masons. Meets in Masonic Hall second and fourth Tuesday each month at 8 p. m. WASHINGTON LODGE, No. 822. B. P. O. E. Meets every Friday evening at 8 o'clock. CHESTER'S PILLS.