

### BANKHEAD HIGHWAY PATHFINDERS TO PASS THROUGH SALISBURY

Secretary Rountree and Others Will Leave Washington September 15th Go Over One Route and On Return Will Come By Way of Charlotte, Salisbury and On Through Lynchburg.

Birmingham, Ala., Sept. 10.—Mr. J. A. Rountree, secretary of the Bankhead National Highway Association, a government engineer and representative of the press, will leave Washington on September 15 for the purpose of going over the proposed route of the Bankhead National Highway from Washington via Fredericksburg, Clarkeville, Baystone, Dinwiddie courthouse, Richmond, Petersburg, Va., Burlington, Graham, Hillsboro, Durham, Raleigh, N. C., Oxford and intermediate points in those two States for the purpose of perfecting arrangements for the Pathfinders that will go over the proposed Eastern routes in Virginia and North Carolina in November.

After Secretary Rountree and official party have traversed what is known as the Eastern route, they will traverse the Piedmont route via Greensboro, N. C., Danville, Lynchburg, Va., on through the Shenandoah valley to Washington.

Public meetings will be held, addresses delivered, and the people urged to put their respective roads in good condition so that the Pathfinders which will be composed of two government engineers of three disinterested reputable citizens and representatives of the American Automobile Association that will star from Washington on November 1 to designate one of these routes as the official Bankhead highway from Washington to Atlanta.

From the reports and invitations that have been received at the headquarters, Secretary Rountree and party will be most cordially received by the people of Virginia and North Carolina, and every courtesy will be extended and an effort made to show the roads that the people in those States desire inspected by the official Pathfinders of the Bankhead National Highway Association.

**Meeting of Sodality.**  
There will be a meeting of the Sodality of the Sacred Heart church in the school building at 7.45 p. m. tomorrow, followed by an entertainment to begin about 8 p. m. The members will render a program consisting of an address, recitations, vocal and instrumental solos, which promises to be highly instructive and delightful. Catholics as well as non-Catholics will be warmly welcome.

#### WOMAN SUFFRAGE BEATEN AT THE POLES IN MAINE

Portland, Me., Sept. 10.—Woman suffrage in Maine was defeated, 2 to 1, at the special election today, if the voting ratio indicated by newspaper returns from approximately one-third of the State prevailed in the remaining districts.

Returns from 275 election precincts out of 685 in the State, gave: Yes, 11,161; No, 22,296.

The tabulation included complete returns from the principal cities.

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PEOPLES DRUG STORE, SMITH DRUG CO., MAIN PHARMACY.

### DISCOURAGING LETTERS FROM HOME SHOULD BE WITHHELD

Boys at Fort Caswell Getting Along Fine—Visitors Allowed to Fort Thursday, Saturday and Sunday Afternoons—Boys Working, Bathing and Playing Baseball.

The following letter received by Postmaster A. H. Boyden from Captain D. E. Murph, of the 4th Co., C. A. C., at Fort Caswell, will be of interest to Salisbury and Rowan people, especially those having relatives at the camp:

Fort Caswell, N. C., Sunday, 9-9-17.

Mr. Boyden, Dear Sir:—We are very comfortably located here in tents and now are fairly well straightened out for practice. However, there is a lot of construction work to do before camp is completed. New kitchens with mess hall added are being built there. Latrines with running water will take the place of the old fire incinerators. We will then have a modern camp. Electric lights will be put in each tent as soon as material can be gotten. There is but little sickness in camp. I was very sick yesterday; they wanted to take me to the hospital, but I didn't go and am feeling a lot better today, only too weak to go anywhere.

Boys seem to be very well pleased only once in a while do they complain. I have heard that they are writing lonesome letters home, but these letters are only written after a lonesome letter is received with a lot of stuff that should not be written to the boys. Tell the folks at home to quit writing such foolish home-sick news, but to write encouraging and praise the boys for their stand and what they are doing for our country and the ones left behind. This will eliminate the dissatisfaction. Some parents write their sons as though they never expected to see them again and as if home had lost one of its members and that there is a vacant chair never to be filled. Such is poor encouragement. Today there is no work to do and the boys are spending the day lying around and bathing there is to be a game of baseball this evening had church this a.m.

Visitors are only allowed on the Post Thursday evening, Saturday evening and Sunday, then they must secure a pass from headquarters. All men have been notified to ask for a pass for their friends if they know when they are coming so as to avoid the delay of being stopped at the guard house; also they are expected to meet the boat and present the pass to their friends and accompany them to the rest room if they arrive before hours allowed for visitors.

The boys have always been allowed to leave quarters every night if they wanted to, during summer encampment and now they can leave only the same time. Visitors are allowed. This has a tendency to make them a little dissatisfied. The greatest trouble is, they don't realize we are in war but look at it as though we were at a regular encampment for a short while.

Hope all is well in Salisbury. My best regards to you and all P. O. employees. Yours very truly,  
D. E. MURPH.

### MY FOURTEEN MONTHS AT THE FRONT

An American Boy's  
Baptism of Fire

By  
WILLIAM J. ROBINSON

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Supplies are brought across the channel daily. The railway lines run straight down to the docks, so the goods are put on the trains as they are taken out of the ship. Each division, army corps and army has its own railroad, or, in other words, each one of these units has its own station in which its supplies are delivered. Every unit has its own supply column, which is made up of any number of motor trucks, the total varying according to the strength of the unit. These motor trucks pull up on each side of the train, and the supplies are shifted in a very short space of time. Each motor truck is loaded with only one kind of goods, and as the column leaves the station yard all vehicles carrying the same kind of goods group themselves together, so that when they finally move off the trucks of meat may be leading the column, followed by various numbers of truck loads of bread, groceries, clothing, hay and grain, petrol and mechanical supplies. In this way the goods are all dumped together, and they practically form separate little stores for each article.

The "first dump," as it is called, is a place cleared away on the side of the road where the men may deposit the supplies so that it will be convenient for the horse transport to come and get them. Here the goods are unloaded, and the motor column returns to headquarters. After it is dark the horse transport comes down from the trenches, loads its wagons and immediately returns to the trenches, where the supplies are issued to each unit for distribution to the smaller units.

The motors complete their work in an incredibly short time. They have seven or eight miles to carry their loads and in some cases even farther, yet within two or three hours from the time they leave their camps in the morning they are back again, and the army has been provided for another day.

To each motor vehicle three men are assigned. They are known as the first, second and third drivers and are all of them qualified chauffeurs. In case anything happens to the first driver the others are there to take his place. The first driver has the care of the engine and the driving of the truck, while the other two men have the greasing and oiling and cleaning of the vehicle, and they also assist in the loading and unloading of supplies. The motors are inspected daily, and if not in perfect running order they are at once taken care of by the column workshops.

These workshops are very efficient, and it is remarkable what thorough work they can turn out. They are each fitted with a lathe, forge, benches, etc., the lathe being run by a small motorcycle engine provided for that purpose. If for any reason the column is unable to repair a motor, that vehicle is sent to one of the bases where there are stationary workshops, and a new truck is sent back to replace it. The mechanics in these workshops are all trained men and are obliged to pass severe tests before being accepted for the work.

Many of them are men who have worked on the building of cars in the factories in England, and in cases like this they are allowed to specialize on the cars they are familiar with. The only other mechanics who can claim to be their superiors are those of the Royal Flying corps, and they are absolutely the cream of the mechanical world and are one of the highest paid bodies of men in the British army.

Another branch of the mechanical transport which is very much up to date is the department of stores and accessories. The men in this department are not necessarily trained men, but they must be good managers, as they keep in stock all spare parts which are likely to be called for. Besides this, they have charge of the petrol oil, grease, carbide, tires for light cars and, in fact, everything that is likely to be used on an automobile. The petrol is all sent from England in two gallon tins. These tins are sealed when they are filled, and if a seal is

#### BAD STOMACHS— THE PENALTY.

Stomach sufferers should take warning. Gall Stones, Cancer and Ulcers of the Stomach and Intestines, Auto Intoxication, Yellow Jaundice, Appendicitis, and other dangerous ailments, are some of the penalties. Most Stomach, Liver and Intestinal Troubles, are quickly overcome with Mayr's Wonderful Remedy. This favorite prescription has restored millions of people. Let one dose of Mayr's Wonderful Remedy prove today that it will help you. For sale by Leonard Drug Co.

broken when a tin of petrol is issued to a driver, or if it appears to have been opened he may refuse it and demand one with the seal intact. In this way the chance of receiving defective or impure petrol is avoided.

There are practically all known makes of motor trucks and cars at the front, as many of them were commandeered at the beginning of the war. Then again, all the motor manufacturers in England are working day and night to keep the armies supplied with these vehicles. There are also a good many American makes in use there.

The work of the chaplains at the front is not spoken of very much, yet they work as hard and do as much good as any men in any other branch of the service. They are usually attached to the royal army medical corps. I have seen a chaplain holding service in a field on a Sunday morning, and during the service the enemy commenced to shell some huts close by. I firmly believe that if it had not been contrary to orders he would have continued to worship just the same as though nothing was happening.

The royal army medical corps is a tremendous unit, and there, too, will be found some of the bravest men in the army, even though they are non-combatants. This corps is always referred to as the R. A. M. C., and the British Tommy speaks of it as the "Rob All My Comrades."

There is a reason for this, of course, and as near as I can make out it is this: When a man is sick or wounded and is obliged to go into hospital all his belongings are taken from him. He is supposed to get them back when he is discharged from hospital, but when one considers the thousands that are taken care of by the hospitals it is only reasonable to believe that a great many of the little bundles are bound to go astray. Tommy cannot see this, however, so he grumbles and growls and often refers to the corps in complimentary terms.

#### CHAPTER V. The "Mad Major."

THE nurses in the hospitals are worshiped and adored by the soldiers, and surely this is as it should be, for they are suffering almost as much as the men, and yet they keep cheerful and supply the tender womanly sympathy which means so much when in physical anguish. They are a wonderful body of women, and their work is appreciated. Some of



When a Man Has Been Killed His Letters Are Marked "Killed."

them are close enough to the front to be under fire, and they are as brave as the men when it comes to facing danger.

During an aeroplane raid last fall I had a chance to watch some of the nurses. We had about thirty German aeroplanes over our encampment dropping bombs. As they went back to their own lines they flew over a hospital located in an open field. There were huge red crosses painted on the top of every tent, so it would seem that any mistake as to the nature of the camp would be impossible. Nevertheless as the taubes passed over they dropped several bombs in the hospital and killed quite a number of the poor chaps who were already wounded. The nurses worked as hard as they could trying to quiet the rest of the men, and it is no easy task, for, while a soldier may face almost anything when he is well, it is a very different matter when he is lying helpless, wounded and in pain, on a stretcher.

I was very much interested to learn how a man's mail was taken care of when anything had happened to him. It seemed to me that the chance of his letters being returned before his people could be notified was very great. On asking about this I found that when a man has been killed his letters are marked "Killed," but instead of being sent directly to his people they are returned to the war office and are sent from there, after the casualty has been made known, to his relatives. In this way many people are saved a great deal of premature worry and uneasiness.

I shall never forget the time I saw the Royal Horse artillery go into action, for a more thrilling sight would be hard to imagine. I was out alone in the car, and I had been doing patrol duty. I went rather closer to our firing line than I intended to, but decided to push on until I struck the "route nationale," so I would have a good road all the rest of the way back to camp.

I had to go through the village of Dekebusch, and as I came to the crossroads just outside the village a sentry stopped me and said I could not go on. It seems that some Germans had got a machine gun in the steeple of the church and were cleaning up everything that tried to pass. The horse

artillery had been sent for, and I learned that they were on their way even then.

I decided to wait around and see what happened, so I pulled in to the side of the road. I had hardly stopped when I heard a rush and rattle that sounded like an old fliver in the distance. Around the curve dashed eight horses on the dead gallop, pulling an eighteen pounder behind them. They dashed by, but about fifty yards ahead of me they swung around and trained that gun on the church.

There was a moment's pause, and then she spoke, and away went steeple, Germans, machine gun and all. The first shot had been a direct hit, and it couldn't have been better if they had tried a thousand years.

It was the very next day after this event that I got into as tight a fix as I ever care to find myself. I was ordered to take three officers to a place called Kemmel. I had been there before, and from what I had seen then I wasn't eager about making the trip again.

We started off about 1 o'clock and expected to be back by 5. I noticed as I came to the Kemmel road that there were two sentries on duty there, but as they only saluted the officers and didn't say anything I thought no more about it. Now, Kemmel lies at the foot of a hill and is tucked in between Mount Nol and Mount Kemmel. It would be a cozy little place in peacetime, but it is an awful trap to get caught in when there is a war on.

I sent the car up the hill as fast she could go, and it was a long climb. As we went over the brow and started on the down grade we ran right under the nose of the German artillery observers. This road was officially closed, and those sentries should have stopped us.

Well, it scared me so that I went down that hill so fast those officers must have thought they were in a parachute. As we entered the village the shells commenced to drop in on us, and we ran for the nearest shelter, which happened to be a brewery.

There wasn't much left of the place anyway, as it had been in German hands, and we had shelled them out of it, and when we had taken it they had shelled us out of it. Anyway, we left the car and crawled into the cellar. It was wet and filthy, but it looked just like heaven to me that day.

We lay there in all this fifth hour after hour, while the shells literally poured in all around us. They certainly wasted a lot of good ammunition trying to get us, but the best of it was that they didn't succeed. One of the officers remarked during a moment's silence that the crown prince of Germany must have made his headquarters in the place when it was in German hands. Another officer replied that he wished the crown prince was there now.

(To Be Continued.)

When the Kaiser gets ready to abdicate he should take along his junkies and other remnants of feudalism.

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### TAX MEASURE IS PASSED BY THE SENATE

Largest Ever Put Over Congress Is That Which the Senate Passed on Monday Night.

Washington, Sept. 10.—The war tax bill—the largest single taxation measure in American history—was passed tonight by the senate. It provides for a levy somewhere under \$3,400,000,000 as compared with the \$1,867,870,000 proposal in the bill as it passed the house May 23.

The vote was 69 to 4, Senators Borah, Gronna, LaFollette and Norris being recorded in opposition.

The great bill, nearly four months in the making will be returned to the house tomorrow and then goes to conference with enactment within ten days or two weeks probable. Senators Simmons, Stone and Williams, Democrats and Penrose and Lodge, Republicans of the finance committee, were appointed the senate's conferees.

Awaiting the senate in the final struggle over war fiscal policies is the 11,500,000,000 credits bill, which passed the house unanimously and upon which work will be begun tomorrow by the senate finance committee.

Of the \$2,400,000,000 new taxes provided in the tax bill for the duration of the war, \$842,200,000 is to be taken from incomes, corporate and individual, and \$1,060,000,000 from war profits. Most of the remainder is levied on liquor, tobacco and public utilities.

In tonight's clean-up, the principal eleventh-hour actions of the senate were elimination of all provisions for taxing publishers and increasing second class periodical postage rates and all consumption taxes on sugar, tea, coffee and cocoa, the latter reducing the bill \$86,000,000. The senate also struck out the clause proposing repeal of the "dardback" or re-export allowance given sugar refiners and defeated proposals to add inheritance taxes.

In a last effort of the high tax

group to increase taxes, the senate rejected 65 to 15 the LaFollette substitute bill to raise \$3,500,000,000 more taxes. Those supporting it were—Borah, Brady, Gore, Gronna, Hardwick, Hollis, Husting, Johnson, of California; Jones, of Washington; Kenyon, LaFollette, McNary, Norris, Reed and Vardaman.

Passage of the bill was devoid of the usual stirring scenes marking such an epochal measure. At 4 o'clock today, under the agreement which ended the cloture fight a fortnight ago, debate was shut off and a tedious series of a dozen roll calls brought the bill to passage.

A parliamentary snarl and amendment made fight on the second class postage provision furnished the most excitement. After the McKellar substitute zone postage increase provision, applying to publications sent beyond 300 miles, had been rejected, 40 to 34, Senator Hardwick's substitute zone plan applicable to advertising portions only was beaten 48 to 20. Senator McKellar attempted to offer another substitute with a maximum rate of four cents a pound instead of six cents, but Senator Saulsbury, presiding, held that the house one provision had never been formally eliminated. Then the senate made sure of its determination to eliminate all postage increases and special levies on publishers by adopting Senator Weeks' motion to strike out the entire house clause, 59 to 9.

The only postage feature left in the bill are provisions for free transportation of letters from American soldiers abroad and for a cent stamp tax on parcel post packages, raising about \$4,000,000.

The consumption taxes, of 1-2 cent a pound on sugar, two cents on coffee, five cents on tea, three cents on cocoa and from one to two cents a gallon on molasses went out by overwhelming majorities. A final vote on Senator Broussard's motion to eliminate them all was 52 to 28.

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