

THE STATE'S DRY LAW IS IN DANGER

Alleged Fatal Defect

A Clause Found by a Lawyer that May Let Beer Be Sold With Impunity in North Carolina—Millions of Business Involved.

Raleigh, N. C., Sept. 27.—An important defect in the new North Carolina State prohibition law has just been discovered by a leading State lawyer, and it threatens the enforcement of the law.

At the same time it involves a big business for the breweries and other manufacturers of malt and similar liquors.

The alleged fatal defect, which prohibitionists claim is an error, occurs in an amendment made by the legislature last March to the State law passed in 1908, section 71, and stipulates that when licenses are issued to sell "near-beer" and malt liquors "containing one-half of one per cent or more of alcohol," the State tax shall be \$20.

The words used should have been "less than one-half of one per cent of alcohol," the prohibitionists explain. But the courts will have to place on that construction the intent to make it law.

Meanwhile, the lawyer today advised all his clients having licenses to sell "near-beer" and the like to go ahead and sell "real beer" openly as a right.

A liquor man here stated today that "millions of business to the liquor interests will be involved."

Many town authorities where prohibition failed to be adopted by local option are sympathetic with the contest.

ELECTED SECRETARY

Mr. Ralph Phillips, has been elected secretary of the Young Men's Christian League, to succeed Mr. E. H. Hyman, who has resigned. Mr. M. A. Smith has been chosen a member of the music committee to succeed Mr. Thomas J. Latham, Jr., who has moved to Norfolk. Both of these selections are good ones and the league is to be congratulated on securing their services.

BURN CHIMNEYS OUT.

As winter is approaching, and the city is being visited by rain, the citizens would do well if they would burn out their chimneys as a precaution against fire.

TO PREACH SPECIAL SERMON.

Rev. H. B. Seawright, pastor of the First Presbyterian Church, will deliver a special sermon to the Improved Order of Red Men next Sunday evening.

City Water Tank Dry for an Hour or More Today: Someone Is to Blame

The Washington Water and Light Company has a contract with the city of Washington for the operation of a water plant, and in their contract they have agreed to certain conditions, some of which might be interesting reading to the citizens just at this time.

In section two of said contract the following is incorporated: "The source of supply shall be free from sewerage contamination, and the water furnished shall be clear in appearance and by thorough analysis, show water at all times suitable for all domestic purposes and for drinking and cooking purposes, and free from any injurious substance."

In section five of the contract, the latter clause is seen that "A constant water pressure equal to 50 pounds per inch for ordinary service shall be maintained, which, upon occasion of fire, shall, if necessary, be increased by means of suitable pumps to 75 pounds per inch." Then again in section 13 attention is called to part of said section which reads as follows: "Shall not suffer the suspension of the supply of water, either for fire or domestic purposes, unless same shall be caused by accident or causes beyond their control."

A town of 10,000 people were this morning between five and six o'clock totally at the mercy of the fire bug, and if the alarm had been sounded at this time the rain and devastation could never have been ascertained. The citizens of Washington, Southern were ignorant of this state of affairs.

PROGRAM FOR TODAY FULL OF VARIETY

Apple Feast for Taft

President Tendered Breakfast by the Chamber of Commerce at Spokane, Washington—A Big Day's Entertainment Planned.

Spokane, Wash., Sept. 27.—Although it was early when President Taft's special train arrived here this morning, Mr. Taft was up and eager to greet the committee of the Merchants' Association, which was ready to greet him and give him a big day's entertainment in Spokane. The program for today is full of variety and interest. Preparations have been made for the President to indulge in dinner dishes of big red apples, piping hot. In salads, sauces, stews, fried casseroles and stuffed.

At Hayden, a summer resort thirty miles from here, he plays golf this afternoon, and this evening he will dine on Idaho game at a dinner at the Bozanta Tavern.

The breakfast which the President enjoyed soon after his arrival this morning was tendered him by the board of trustees of the Chamber of Commerce, following which was a parade of civic and military organizations. At the conclusion of the parade Mr. Taft made an address to over 10,000 from the grandstand erected at Riverside avenue and Monroe street.

Mayor N. S. Pratt welcomed the President, and Judge Edward Whitson, of the Superior Court, introduced him. F. E. Goodall, president of the Chamber of Commerce, presided. After luncheon the party took an auto ride through the Spokane valley to Post Falls, Opportunity, and other irrigated districts, returning to catch a special train for Hayden, en route to which car platform addresses are scheduled for Couer d'Alene, Idaho.

Hear Mr. Joyner at Old Ford

Beaufort county, especially Old Ford and Washington township, will be honored tomorrow by the presence of Hon. J. Y. Joyner, State Superintendent of Public Instruction, who is expected to speak on education. After the speaking the good ladies of Old Ford will give a basket picnic to which all are cordially invited.

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THE DAILY NEWS POET POETIZES NO ALARM SYSTEM

Last Alarm a Sample

The City Owes a Duty to its Citizens and Some Effort Should Be Made to Establish a Fire Alarm System.

Ring out wild bells, ring startlingly and tell the news tonight—A fire is burning in the town, but it's somewhere out of sight.

"Where, oh where, where is the fire?" cry the frightened passerby—But only the hysterical clang of the bell answers their eager cry.

The Volunteer Company No. 1 goes rushing to the west, while north and south the hand-reel men are running their very best.

Now all along the streets and paths there rumbles a motley throng, some run to east and some to west—they cannot ALL be wrong.

At last upon the midnight sky is seen a growing glare, fire! fire! There it is, it's somewhere over there!

Turn 'round, you racing hand-reel men, and leg it for the west—Giddyap you galloping Volunteers and do your very best.

In half an hour or so, at least, the fire is reached at last—Of course they cannot put it out, the time for that is past!

"But can we save the town?" they cry—they work with all their might, it's hard to fight a fire so large with such a wind tonight.

Right here we will drop out of poetry for awhile, for while poetry is all very well for sentimental dialogue, it's not sufficiently strong to urge upon everyone in this town the necessity of rising with one accord and working for a fire alarm system.

We need it, if ever a town needed it we do. With the flimsy wooden houses built so close together that people can shake hands from their windows across lots, if once a fire got headway before the scene of the fire could be found, the flames would have things their own way.

It's all very well to talk of fire insurance, but will \$100 cover the loss of that old clock of your great grandfather? How about losing that coral jewelry that mother wore before the war? What pen-sketches of two lovers sitting on a fence in the rain, or pictures of fat old gentlemen in scarlet hunting coats drinking punch, horns and whips in paste stuck around the cheap frames could ever take the place of those fine oil paintings of your grandfathers, that have hung on the wall and gladdened your eyes and filled your heart with pride for years? Can any new silver you may buy replace the old time-worn spoons and forks which have been handed down for generations? Can any money pay you for that golden curl cut from the head of the little one you laid to rest some time ago?

No; a hundred times no! Better far than insurance money is the protection from fire, the evidence of the irreparable loss which fire brings; the destruction of things for which no amount of filthy lucre can compensate.

With the new phone system should go an up-to-date fire alarm system also. The city should be divided into fire wards, each having a certain number. There would then be no confusion. The firemen would know before they got on the wagon where was the scene of the fire. The hurrying crowd could count the strokes of the bell and tell in what direction were the flames.

The cost of such a system would be from \$2,000 to \$2,500, at the most. We must remember that this fire department is a volunteer one, and we should not only get for our own sake, but also theirs, get to work and put in the alarm system which would give them some encouragement and enable them to give their best service, a service in some degree consistent with their efforts.

To paraphrase: "Let us then be up and doing, still achieving, still pursuing. Get that phone system ere too late!"

Time after time we have had warnings of what would happen if a large fire started. It seems like trying in the face of Providence to ignore such a warning as was given on last Saturday night. It was fifteen minutes before anyone could find out where the fire was. Everyone was asking his hurrying neighbor who could only reply: "I don't know. NOBODY knows!" It is a great shame on the town and the only offense can be

TREATMENT OF OATS, WHEAT, RYE AND BARLEY

The Smut of Grain

Few Farmers Realize the Full Extent of Injury Suffered by Cereal Crops Through the Inroads of Smut.

Very few farmers realize the full extent of the injury suffered by these cereal crops through the inroads of smut. The smutted plants are dwarfed, therefore escape observation so completely that even very observing farmers often allow as much as 25 per cent of smut to pass unnoticed. Smut is rarely less than 10 per cent in oats, and is frequently 10 to 25 per cent. This is a complete loss to the farmer, as it costs as much in seed, land and labor to raise the smutted plant as to raise the full head. All of this loss can be turned into a clear profit at a cost of about 1 per cent per acre for material, and a very slight outlay of labor. The United States is suffering annually a presentable loss of about \$18,000,000 from the smut of oats alone. Our own State is yearly losing between 10 and 20 per cent of her annual oat crop, which was valued at \$1,797,000 in 1907.

The smut of grain is caused by a fungus, the spore (the reproductive body in higher plants) of which is carried in the seed to young grain plants. Smutted plants in the field, and in threshing, shed their spores in the air. These spores are then carried about by the wind, many of them finding lodgment in the seed of neighboring plants. They are thus planted with the grain, and the same moisture, warmth, etc., which start the plant into renewed life quicken the smut. It thus happens that many young plants are in earliest infancy, attacked by the smut enemy, which, having gained entrance, burrows within the plant until blooming time, when it again breaks forth in its well-recognized form. Only very young plants are susceptible to attack of the smut; therefore, if we can so treat the seed of the plants as to destroy the adhering spores of the fungus without injuring the grain, we can enable the young plant to pass the critical stage of its existence in safety. It is thereafter safe. Such treatment is possible. Smut can, therefore, be practically eliminated from the field. Several kinds of treatment are effective, but of all those known, that by formalin is by far the best and cheapest, although the familiar bluestone treatment is quite efficient in wheat.

Formalin can be purchased from a druggist at a cost of from 75 to 90 cents a pound. One pound mixed thoroughly with forty-five to fifty gallons of water is sufficient to treat forty-five to fifty bushels of grain.

To treat the grain, spread it in a thin layer on a smooth barn floor and sprinkle with the diluted formalin, using either a spraying machine or a watering-pot. Sprinkle so as to thoroughly and evenly wet the grain with the mixture. Then shovel the grain over thoroughly a few times to insure

thorough penetration and cover the pile with canvas, carpets, blankets, or bagging, to keep the fumes of the formalin within. The pile should stand from six to twelve hours in this way. The oats may then be readily dried by mixing with air-dried lime, and the lime may be removed by the fanning-mill, or the lime may be omitted if desired. It is merely a drying agent. The seed is then ready to sow. It may be stored, but in so doing it is liable to renewed smut infection. The best way is to treat, dry, then sow as soon as is practicable.

In general, one gallon of mixture will suffice to treat one bushel of grain. The formalin should be used at the rate of one ounce to three gallons of water. Formalin is an irritating caustic, which should not be brought into contact with the skin in pure form. In diluted condition it is harmless.

If you try this treatment simply as an experiment, sow the treated seed in a definitely marked portion of your field, using all care to keep the treated seed from smutted seed. If you are adopting this treatment for your whole sowing, it will be instructive if you will leave a small portion, say one or two drill rows, with the same seed untreated, thus enabling you to determine the real value of treatment.

WIRES WERE PARALYZED OVER THE COUNTRY

Mysterious "Aurora"

Cuts Off Communication Entirely for a Time—Wire Chiefs Wrestle With Problem From Boston to Chicago.

New York, Sept. 27.—Ghipped by the mysterious "aurora," telegraph wires practically over the world were paralyzed yesterday.

From early morning until night communication was erratic, and at times cut off entirely between certain points.

Old telegraph operators called it the "aurora," for brilliant northern lights usually follow such an electrical phenomenon, but instead of watching for the display they bent their minds and energies to untangling the snarl and adjusting their instruments.

The first break came shortly before 7 a. m., Eastern Standard time, or noon at Greenwich, and for the next five hours telegraph wire chiefs from Boston to Chicago wrestled with the strange force.

That the disturbance was worldwide was shown by European dispatches, which told of similar trouble of lines on the Continent as well as on the submarine cables.

The crest of the wave in the eastern part of this country seems to have been reached shortly before noon, and after that the wires began to act more rationally. Still there were frequent throbs in the late afternoon and evening.

Because similar disturbances have been noticed at the maximum sunspot period, which was reached about a year ago, some astronomers have conjectured that these so-called storms originated in the center of life of the solar system. The electro-magnetic waves being simply pulsations from some mightier disturbance on the sun.

At the height of the disturbance the measuring instruments in the telegraph offices in this city registered the presence on the wires of upward of 500 volts of electric current from the unknown source.

This is a greater voltage than is supplied for the operation of any of the land wires, and it lighted several of the incandescent resistance lamps attached to the telegraph wires. Brilliant sparks flashed across the gaps when the telegraph keys were opened.

The electrical disturbance continued intermittently throughout the day. The principal trouble was with the cable lines, and financial dispatches from Europe usually received in New York at 7:30 a. m. had not reached here at 1:30 p. m.

RECORDED AT CHELTENHAM.

Washington, Sept. 27.—The severest magnetic storm recorded at the Cheltenham (Md.) magnetic observatory of the Coast and Geodetic Survey since the observatory was put in operation in April, 1901, made its appearance on that institution's delicate instruments.

The prevalence of this storm was first noted by the observers upon the usual examination of the instruments just before 8 a. m.

The disturbances began about 2:30 a. m., but the very large disturbance did not begin until a little more than four hours later. The disturbance was so great as to displace the magnets beyond the limits of the record sheets, and to upset the adjustments of the instruments.

The daily meteorological reports of weather conditions throughout this and foreign countries to the United States Weather Bureau were vitally affected because of the crippled condition of telegraphic and cable service. The usual weather reports from all parts of the country were greatly retarded. The Weather Bureau daily receives reports of meteorological conditions from foreign countries, but the cable dispatches from London giving the weather conditions in the British Isles and in Iceland, Paris, Lisbon and Hamburg were slow in coming in.

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4 KILLED WHEN FRENCH AIRSHIP EXPLODES IN AIR

Axle Pierced the Bag

Army Dirigible Bursts and Officers Fall 550 Feet—Only One Man Was Alive When Picked Up—Accident Sudden.

Moulins, France, Sept. 25.—While passing over the national road which leads from Paris to Antibes, and when at a height of between 500 and 600 feet, the French dirigible military balloon Republique exploded and fell to the ground.

The four men on board were killed. They were Captain Marchal, Lieutenant Phauré and Sublieutenants Vincenot and Reux.

It was the intention of Captain Marchal, who had charge of the airship, to stop at Nevers, and an automobile with merchantmen was following the balloon. It was almost directly beneath the dirigible when the disaster occurred. The car fell straight down, carrying the fluttering remnants of the envelope, and the occupants were buried beneath the wreckage.

All were dead except Lieutenant Phauré, but he lived only a few minutes after being removed. The bodies were taken to the Chateau d'Axilly, the property of the Marquis de Chavannes.

Lieutenant Tiller, who was in command of the automobile, says the balloon burst suddenly and collapsed. It seemed to oscillate violently a moment prior to the explosion as though it had been struck and it fell with the rapidity of a stone. When he reached the wreckage the car was completely covered with the envelope and not a sound came from beneath.

With the aid of the Marquis de Chavannes and peasants, who hurried from the surrounding fields, the envelope was removed. The car had been literally crushed, and amid the mass of tangled steel and wire every man except Phauré could be seen at his post. Captain Marchal was in a sitting posture, his body thrown back and his eyes wide open.

The bodies of the sublieutenants lay mangled beneath the cylinder of the motor. Phauré's body was half outside, as if possibly he had tried to jump during the descent. Apparently death in the case of the three men had been instantaneous from the shock when they struck the earth and the weight of the heavy rigging above. Captain Marchal's skull was crushed.

An examination of the airship disclosed the fact that the axle of the right propeller had broken and the propeller had passed through the envelope, falling in a field about 150 yards away.

President Fallieres and General Brun, Minister of War, who were informed of the catastrophe while engaged in the inauguration of the first international exhibition of aerial locomotion at the Grand Palais, were most affected and left the building immediately. The President directed General Brun to send the condolences of the government to the families of the victims. The Emperor has thrown a damper on the exhibition.

The exhibition contains a remarkable collection of 28 different types of flying machines, in addition to dirigible balloons and a large number of spherical balloons and aeroplanes. There is also a series of exhibits showing the history of aerial navigation from the days of Montgolfier, who, with his brother, invented an air balloon in 1782.

The monoplane, with which Belriot crossed the English channel, occupies the position of honor and is surrounded by Wright, Farman, Antoinette and Esnault Petieric stands.

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Pennsylvania Will Bid

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This road reaches Norfolk by ferrying its cars between Cape Charles and that city, thirty-four miles, but it is said that an extension of the Belt Line from Norfolk to Cape Henry has been contemplated, and this would give a ferry of only eleven miles from Cape Henry to Cape Charles.

It is possible, however, that the sale may not take place on the date now set, as objections to it have been made by Marsden J. Perry and others, who controlled the Norfolk and Southern prior to receivership, on the ground that more money can be realized if the sale is postponed until the extensive improvements under way are completed.

The Norfolk and Southern Railway according to a press report will soon complete the long railroad bridge over Albemarle Sound, besides the Pinetown and Bishop Cross cut-off between Belhaven and Washington, N. C. The bridge over the sound, which is about five miles long between Edenton and Mackey's Ferry, is expected to be finished by December 1, while the cut-off will be done by the middle of October.

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Jan. E. Clark Co.—Blengaline Silk.

Spencer Bros.—Dress Goods.

Wm. Bragg & Co.—Fire Insurance.

T. V. Phillips & Co.—Hair Goods.

Jan. E. Clark Co.—Millinery Opening.

Look Out! Realty Co.—Real Estate For Sale.

Look Out Realty Co.—Newspaper For Sale.

Frank J. Nixon—Agent Virginia Pilot.