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SATURDAY, SEPTEMBER 3, 1910

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All articles sent to The News for publication must be signed by the writer, otherwise they will not be published.

THE HOUSE FLY MUST GO

The house fly is anything but a desirable citizen. Besides being a menace to the bald head, the church sinner, as well as the avowed disturber of the afternoon siesta, it is both annoying and dangerous.

The mosquito has been placed on the black list. The house rat is in disfavor and now the slithers of medical science are out after the feisty fly's scalp.

Of the latest notables to take arms against this disturber of slumber, and spoiler of edibles is Dr. L. C. Howard, chief of the bureau of entomology, of the department of agriculture.

He gravely asserts that the pesky fly costs Uncle Sam annually no less than ten million dollars, a sum embodying expenditures merely for screen s by paper and the like.

We have Dr. Howard's word for it that to a very alarming degree the house fly or "typhoid fly" is responsible for the 250,000 cases of typhoid fever occurring each year in the United States.

When it is remembered that 35,000 of this number die, and that their blood flows largely upon the hands of the fly, the necessity for its removal becomes the more imperative.

The deadly scourge of typhoid is rarely new to any community, for all have shared their sacrifices to the scourge.

Having one of the house people taking to the medical world today, and step a discover which will result in narrowing its scope should be seized upon by all communities.

It behooves every one therefore, to join in the anti-fly crusade inaugurated by the government. If a little more screening, a few more fly papers and other precautions are enough to practically ward off fever is it not worth while?

It is not worth while? It is not worth while? It is not worth while? It is not worth while? It is not worth while?

Seventy-three per cent of the railroad conductors own their own homes, says the official report. This goes to show that our childish conditions were not so ill-founded as all.—San Antonio Express.

It takes a woman to be sole, while she is saying her prayers in church, to count all the buttons down the back of the woman in the pew ahead and not miss one.—New York Press.

In a life which has meaning in it past and future sustain each other.—Charles H. Parkhurst.

A New York policeman recently ate 61 ears of corn at a sitting.

FOR FURNISHING and ACHING... Cold or over-heating, try Black's Cap-sin. It reduces the fever and relieves the aching. It's made—10, 20 and 30 cents, at drug stores.

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NORFOLK SOUTHERN RAILROAD.

New Short Line Through Eastern North Carolina via Raleigh-Norfolk—Schedule in Effect August 15th.

North and East Bound. No. 6, daily, "Night Express," Pullman Sleeping Cars, leaves Washington 1.50 a. m., arrives Norfolk 7 a. m.

No. 2, daily, leaves Washington at 10.45 a. m., arrives Norfolk 4.05 p. m.

No. 66, daily except Sunday, leaves Washington 8.15 p. m., arrives Beaufort 8.45 p. m.

South and West Bound. No. 5, daily, "Midnight Express," Sleeping Cars, leaves Washington at 2.55 a. m., arrives Wilson 6.30 a. m., Raleigh 7.90 a. m.

No. 19, daily except Sunday, leaves Washington 7 a. m., arrives Greenville 7.51 a. m., Wilson 9.15 a. m., Raleigh 11.20 a. m.

No. 58, daily except Sunday, leaves Washington 10.07 a. m., arrives at New Bern 11.35 a. m.

No. 1, daily, leaves Washington at 2.10 p. m., arrives New Bern 4.35 p. m., Beaufort 7.05 p. m., Goldsboro 9 p. m.

No. 11, daily except Sunday, leaves Washington 3.20 p. m., arrives at Greenville 4.13 p. m., Wilson, 5.31, Raleigh 7.25 p. m.

N. B.—Above schedule figures published as information only, and not guaranteed.

For particulars apply to any ticket agent or T. H. Myers, agent, Washington, N. C.

H. C. HUDGINS, General Passenger Agent; W. W. CRONTON, Asst. Gen'l Passenger Agt., Norfolk, Va.

NORFOLK SOUTHERN RAILROAD.

New and Attractive Trail Service Between Raleigh, N. C. and Washington, N. C.

Beginning August 15th the Norfolk Southern Railroad will place another passenger train in service between Raleigh and Washington via Greenville and Wilson, making 2 passenger trains each way every week day.

NEW SCHEDULE FROM WASHINGTON TO RALEIGH, N. C.

No. 5, daily, "Night Express," leaves Washington 2.55 a. m., Greenville 3.55 a. m., Wilson 5.20 a. m., arrives Raleigh 7.20 a. m.

No. 19, daily except Sunday, leaves Washington 7 a. m., Greenville 7.51 a. m., Wilson 9.15 a. m., arrive Raleigh 11.20 a. m.

No. 11, daily except Sunday, leaves Washington 3.20 p. m., Greenville 4.14 p. m., Wilson 5.31 p. m., arrive Raleigh 7.20 p. m.

FROM RALEIGH TO WASHINGTON AND NEW BERN.

No. 1, daily except Sunday, leaves Raleigh at 8.15 a. m., Wilson 9.24 a. m., Greenville 10.49 a. m., arrive at Washington 12.41 a. m.

FROM WASHINGTON TO NEW BERN.

No. 53, daily except Sunday, leaves Washington 10.07 a. m., arrive New Bern 11.35 a. m.

No. 18, daily except Sunday, leaves Raleigh 3 p. m., Wilson 5 p. m., leave Greenville 7 p. m., arrives Washington 7 a. m.

No. 1, daily, "Night Express," leaves Washington 11.15 p. m., arrives at Raleigh 12.41 a. m., Norfolk 7 a. m.

FROM NEW BERN TO WASHINGTON AND RALEIGH.

No. 14, daily except Sunday, leaves New Bern 1.45 p. m., arrive Washington 3 p. m., arrives Raleigh, 7.20 p. m.

BEAUFORT DISTRICT.

No. 9, daily, leave Beaufort 4.50 p. m., Morehead City, 5.12 p. m., New Bern 6.50 p. m., Kinston, 8.02 p. m., arrive Goldsboro 9 p. m.

No change in schedule of trains Nos. 7, 8 and 10, between Goldsboro and Beaufort.

No change in schedule of Oriental Branch trains in schedule of any Northern division trains.

For complete information ask any ticket agents or address H. C. Hudgins, G. P. A., Norfolk, Va.

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