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THURSDAY, SEPTEMBER 15, 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All articles sent to The News for publication must be signed by the writer, otherwise they will not be published.

A little plain talk now and then helps materially to clean the political atmosphere.

The good old times when "Maine went Republican" for the Republicans according to late reports is over.

The hospitals of the country are now getting ready the emergency rooms for the football heroes.

The loudest noise always comes from the crowd, and in Washington, too.

It is a pity that the party which has been in the majority for so long should have been so easily defeated.

A new hat has been seen in the city, and it is said to be the best yet seen.

Our nation and the nation seems to be struggling for supremacy in the world.

That girl of sixteen who is to swim down Pamlico river and around the island of Chowan county bay will find some of the water to the east of the river thick and not very good to drink.

The nomination of William C. Clegg as Attorney General is a surprise to many.

It cost State \$175,000 to be maintained in the war of 1898 and the army of the day only 100,000 men.

With Maine voting Democratic, the Republican News and the North Carolina Herald, the Republican camp, former geographical party lines are getting well mixed.

From the modesty of Captain Bodard, the quiet dignity of Ancient Pistol, Jack Cade's contempt of democracy, the candor of Mr. Pecksniff, and almost as loyal a friend as Iago.

Mr. Taft appears to some observers to be in a perspiration of doubt whether he ought to throw the ball to the whale or wait for the whale to come and get him.

Difficult to Decide. From the Atchison Globe. Subject of discussion at Saturday night's meeting of the Lancaster Literary Society.

Resolved, That a man lies more in telling how he suffers when sick than he lies when he tells of the lies he caught.

COST OF A STRIKE

It is of course impossible to figure exactly the cost of a strike, but the Baltimore Sun makes an estimate of one, as follows:

"The Philadelphia strike cost the street car company \$2,300,000 according to its own report. The loss of fares is figured at \$1,500,000, while the actual cost in money was about \$800,000.

"The strike cost the motormen, conductors and trackmen hundreds of thousands of dollars.

"It cost the State of Pennsylvania a large sum to call out the militia, and the city spent many thousands in extra police work in attempting to keep order. Several lives were lost, and scores of men were wounded.

"Every one of the 1,500 residents was inconvenienced, and crowds walked weary miles to and from work.

"Trade of all kinds, retail and wholesale suffered severely. The entire city was, kept in a turmoil for weeks.

"For all these losses, who gained anything that could not have been secured by arbitration without the loss of a life or a dollar, and without interrupting the running of a single car?"

It Cured his Complaints

Once there was a man who made life miserable for all he met by eternally harping about his aches and pains.

He would discourse on the subject of his dyspepsia, and he would almost interrupt a religious service to tell of his rheumatic symptoms.

If he had a stitch in his side he had to pester his friends with it, and a headache helped him make everybody unhappy.

At last a bright young woman, to whom the man applied for sympathy cured him of all his ailments.

When he was in the midst of a catalogue of his sufferings, she said sweetly:

"Yes, it is strange how many of these things afflict a man as he begins to grow old."

That man never even had a symptom since that day.

A Difficult Problem

From the Pittsburg Post. "What's the debate in the town hall about?"

"Whether it's better to keep up good roads and line the automobiles for speed or maintain a mud-hole and speed up or maintain a mud-hole and charge heavily for hauling mud out."

THE GENERAL EFFECT OF SANITARY PROGRESS ON TROPICAL CULTIVATION

In a recent work entitled "Equator or Man," Sir Robert Payne, in the preface says: "Finally, if results are looked for, it can be said without exaggeration that the tropical world is today being steadily and surely conquered. The narration of the man who conquers equals the narrative of the man who is conquered. The greatest enemies of the tropics are the tropics themselves. The man who conquers the tropics is the man who conquers himself. The man who conquers himself is the man who conquers the tropics. The man who conquers the tropics is the man who conquers the world."

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Big a Task.

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Home-makers who are really earnest happiness hunters are coming quite generally to be intelligent readers of the ads.

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EUROPEAN PLAN. S. L. ROOF, Manager.

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. 54, daily except Sunday, leaves Washington 3:15 p. m., arrives Belhaven 4:45 p. m.

South and West Bound. No. 5, daily, "Midnight Express," Sleeping Cars, leaves Washington at 2:55 a. m., arrives Wilson 5:30 a. m., Raleigh 7:30 a. m. Connect at Wilson with A. C. L. Railroad north and south as follows with lines diverging.

No. 19, daily except Sunday, leaves Washington 7 a. m., arrives Greenville 7:51 a. m., Wilson 9:15 a. m., Raleigh 11:25 a. m.

No. 21, daily except Sunday, leaves Washington 10:07 a. m., arrives at New Bern 11:55 a. m.

No. 1, daily, leaves Washington at 8:10 p. m., arrives New Bern 4:25 p. m., Beaufort 7:05 p. m., Goldsboro 9 p. m.

No. 11, daily except Sunday, leaves Washington 8:20 p. m., arrives at Greenville 4:14 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. CROXTON, 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 3 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 3:53 a. m., Wilson 5:20 a. m., arrives Raleigh 7:30 a. m.

No. 19, daily except Sunday, leaves Washington 7 a. m., Greenville 7:51 a. m.; Wilson 9:15 a. m.; arrive Raleigh 11:25 a. m.

No. 21, daily except Sunday, leaves Washington 10:07 a. m., arrive New Bern 11:55 a. m., arrive Norfolk 4:05 p. m.

FROM RALEIGH TO WASHINGTON AND NEW BERN. No. 12, daily except Sunday, leaves Raleigh at 6:15 a. m., Wilson 8:20 a. m., Greenville 9:40 a. m., arrive at Washington 10:30 a. m., arrive New Bern 11:35 a. m., arrive Norfolk 4:05 p. 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 6 p. m., arrive Washington 7:2

No. 7, daily, "Night Express," leaves Washington 9 p. m., Wilson 11:15 p. m., Greenville 12:41 a. m., arrives Washington 1:40 a. m., arrives 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 6:30 p. m., Kinston, 8:02 p. m., arrive Goldsboro 9 p. m.

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

No change in schedule of any Northern division trains.

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

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