

Excellent Road Work Now Being Done by the County Convicts Force

Citizens should visit roads leading from City to Williamston When completed should be a source of pride to every Citizen. Beaufort county roads must be a breast of Sister counties.

Anti-Good Road advocates should visit the road leading from Washington to Williamston if they would be converted. The best about the work done so far by the county convicts show excellent judgment on the part of those in charge and too, makes the thoroughfare when completed, one of county pride—at least it should be one. In several places the road has been straightened, widened and well drained. Of course the good work now in progress is yet in its infancy so to speak, for much labor is yet to come to make the road what it should be and is desired. Those who are familiar with the road from Washington to Williamston should simply take a peep at it, surely it would be well worth their while. Captain Leach the road commissioner, is giving his personal attention to the improvement and that his labor, effort and time will right soon have its reward goes without saying. Then, too, Mr. H. L. Hodges, the superintendent of the county convicts, seems to be the right man in the right place. One piece of work is especially gratifying this is at a point running from the home of H. L. Hodges toward the farm of T. R. Hodges. Here the old narrow, crooked road, sandy and full of holes and ruts, has been abandoned, or will be soon and a new cut made about two miles in length. The road will be three times the width of the one now in use and shorten the distance considerably. This part of the road while not yet completed, bids fair to rival that of any in the county and should be a source of pleasure to pedestrians and others using it in the future. The distance of ten miles, signs of decided improvement are evidenced on all sides, showing conclusively that using the county convicts for road building was and is a move in the right direction and should be kept up.

Sunday afternoon a Daily News representative in company with Captain George T. Leach, Frank H. Rollins, F. A. Moss and J. L. Warren motored over the Washington and Williamston road. As stated in the outset, one who has traveled this road even a year ago, should take the time to visit it now and see the change. If they only would they would encourage the building and

maintenance of Good Roads with a greater enthusiasm than ever before. The time has come when Good Roads is a part of our very life and Beaufort county must be abreast of the times.

Our party stopped at the county convict camp where an inspection of the quarters was made. There is only 2 white men in the camp the balance being negroes. The environments were as good as could be under the circumstances. The men in the camp seem to be jolly and while confined with ball and chain take their medicine in a spirit of good cheer. While visiting the camp, one of our party missing the familiar face of Benjamin Edwards, who was serving a term of 12 months for robbing, asked of Captain Leach where was Benjamin. The Captain with that merry twinkle in his eye peculiarly his own replied, why I'll let Superintendent Hodges tell you boys about Benjamin. Mr. Hodges was questioned and he said "Why Benjamin's gone? Gone we all said. "How did that happen?" "Well," said he, "Benjamin was taken sick one night about three weeks ago and he was laid off too, so much so that one of the guards went to Ford, some distance away and phoned for the doctor in Washington. The doctor after learning the name of Benjamin's illness stated over the phone that he could not come so far and bring his instruments. Benjamin all that time as in agony, so much that he called to me to move his chair. I did so and Benjamin died in the camp all right at that day. His suffering was intense all this time, and all the doctor could do to help him was to give him morphine. This was the last word of him. Yes, Ben is gone." After watching the convicts scuffle for a nickel buried in the ground by Captain Leach, our party sped on to Williamston where we spent an hour very pleasantly. Leaving Williamston, we returned home after having spent an afternoon pleasantly and profitably due to the hospitality of Mr. Rollins. The way some fellows do drive their cars on that good road had between Washington and Williamston is a caution; if any one doubts this assertion kindly consult Messrs. Augustus Bowers and Herbert Jenkins.

KEEP VILLAGES UP TO STANDARD

Concerted and Immediate Action Only Remedy.

SANITATION USUALLY BAD.

Streets Unkept and Buildings Lack Cleanliness—Saloon Often a Potent Influence—Live Men in Charge Best Antidote For Such Conditions.

T. L. Blackley of the Westchester county (N. Y.) research bureau suggests the following program for village betterment:

"In the village the physical setup is usually defective. Streets are but partially, often improperly, paved, and there is no street plan. Buildings are only half kept up. Rotten tenements may usually be found in villages and typical 'east side' living conditions. Sewers are apt to be defective, and sanitary conveniences are often decidedly unsanitary. Population is congested along 'Main street' and sparse in the rest of the village. In contrast with English and European villages, the American village is often poorly articulated, even established. It lacks cohesiveness and individuality.

"The average village should have a good engineer and architect to over the village with a view to adopting a village plan of some sort. Time should be taken by the forelock and roads cut, open spaces laid out, building standards adopted, etc., before the village becomes the town and the town merges into the city. What crimes against municipal art and beauty could have been spared this nation by a few weeks, even days, of thoughtful village planning.

"Village administration is a one man job. It there ever was one. Get a good village clerk; pay him a decent salary



TYPICAL "MAIN STREET" OF A RUDIMENTARY VILLAGE.

and let him be at his desk all day long every day in the year. Half the inefficiency and waste in village government is due to lack of information. Following the 'part time' evil. With a wide awake, capable administrative officer keeping the village books up to date and having a constant eye on the community's affairs the chances for 'steals', misapplied finance, etc., will be reduced to a minimum.

"The health problem in villages is not so much the framing of new health codes or the adoption of the latest wrinkles in public health work as it is in the enforcement of such rules as do exist, with addition of special regulations only where they are actually needed. Thus the periodical testing of milk, the inspection of dairies and of food shops, sanitary disposal of garbage and the screening of stables can probably easily be 'read into' the existing sanitary code. The doing away with cesspools and privies depends upon sewerage facilities and must be a step contingent upon the extension of the drainage system.

"Socially the crying need of the village is systematized, sane recreation. This is required primarily as a counter balancing force against the village saloon. Athletic fields and clubs, with contests free from professionalism, are wanted here as nowhere else, for contrary to belief, the neariness of the country does not appeal to the average village youth, as he has the delusion of sophistication and is more likely to haunt the poolroom than to explore the rural byways in his spare hours. Recreation centers are badly needed and most of all, a 'live' supervisor who can show people how to amuse themselves.

"In conclusion the village problem offers one further suggestion: Cannot the state organize its villages, stir them into active life, make them keep awake, clean and efficient? Cannot such commonwealth standardize village improvement in all particulars create a village reference bureau, if need be? Inasmuch as the village is the recruiting station for the city, the earlier the state reaches its citizens the modern methods of efficient and enlightened self government and progressive social action the earlier will be the task when the larger units of government are concerned. And the gain will be that of all the citizens of the state, even those of the entire nation."



Scene From Shepherd of the Hills.

ALL ABLE BODIED MEN ARE EXPECTED TO DO ROAD DUTY

Squads of men will be on all roads leading from Washington. Work will start promptly tomorrow morning at 7 o'clock.

Enthusiastic Good-Road workers will be on the job tomorrow and next day, Wednesday the fifth, and Thursday the sixth day of November, the days set apart by Governor Craig as legal holidays for that purpose.

Quite a large number of those who expect to take part in the program of these days have made inquiry as to where the work will be begun. There will be a squad of men on every road leading out of Washington, and each man who goes out can take his pick of the jobs he cares to take. Over on the road to Washington Park, between the bridges, will be perhaps the biggest crowd to do some much needed work to this road. Shoveling dirt will begin promptly at seven o'clock a. m. All those who can arrange to do so are requested to bring a horse or mule, and cart with them as it

is the desire to move clay on this road. On the road leading to Greenville there will be a squad in charge of Capt. R. B. Warren. On the Cherokee road there will be a squad in charge of Mr. H. C. Pragaw. On other roads there will be some one to suggest the work to be done, so that no man's attention will be out of a job at any part of the time. On the Washington Park road Hon. J. H. Small has promised to put in an appearance and show that he can move as much dirt as anyone in the crowd.

In the meanwhile the price of overalls is likely to go up as these citizens are making runs on the stores that sell them. No spectacles will be permitted and every able bodied man on the ground will be counted upon to do two day's work.

REV. R. H. BROOM PREACHES TO COLLEGE STUDENTS

Last Sunday afternoon Rev. R. H. Broom, pastor of the First Methodist church, preached to the students of the Washington Collegiate Institute and the service was attended not only by the student body but quite a number not connected with the institution. Mr. Broom made a talk that was thoroughly enjoyed. It is the purpose of the president of the institution to have some pastor of the respective churches of the city preach to the students of the college during the session each Sunday.

HUERTA MUST GO.

President Huerta of Mexico has been officially ordered to vacate his office at once. Uncle Sam gives orders to the American Charge D'Affairs at Mexico City to deliver ultimatum to the Mexican President's secretary. This course of the United States comes with no surprise. The usurper must go at once—without loss of time. Blanquet must not succeed him nor any member of his official family. Secretary Bryan makes no comment.

Home Wedding

A. W. Sawyer of South Creek, N. C., was happily married to Mrs. Nan Daley at the home of the bride, 206 East Main Street, this afternoon at 8 o'clock. The ceremony was impressively performed by Rev. R. H. Broom, pastor of the First Methodist church, in the presence of a few friends and acquaintances. The Daily News extends congratulations.

LADIES AID SOCIETY DOING A GREAT WORK

The Ladies Aid Society of the First Methodist church is surely doing a great work not only in Washington but their good deeds are bearing fruit elsewhere. Only a few days ago this body of women sent two boxes of clothing, etc., to the storm sufferers at Kennebec and also sent a liberal contribution towards the rebuilding of the M. E. Church, South, at Ocracoke, destroyed by the storm of September 3rd.

THE LYRIC

Daughter of the Confederacy—Excellent Feature Today.

Today's program at the Lyric offers the excellent feature, "Daughter of the Confederacy," in three thousand feet of film, considered to be one of the greatest ever thrown on the screen.

"The Daughter of the Confederacy" has been given much publicity since its release and no doubt it will prove to be a house winner at the Lyric tonight.

Tomorrow at the Lyric offers another feature in five thousand feet of film, "Satan," or the drama of humanity. This feature alone has played more return dates than any other feature since its release and the stage setting and photography in this has no equal.

The manager announces that his house will be open tonight from 7 to 11:30 owing to the extensive program which will take possibly two hours to complete the performance. The admission prices will be 10 and 20 cents.

BOOMING BETTER ROADS.

We should have another declaration of independence and declare ourselves independent of American mud. Ignorance never intimated any good movement, and its twin sister, prejudice, has retarded many.

The tax we bear for bad roads is infinitely higher than that we would pay for good roads. It is astonishing what burdens we will bear when we bear them ignorantly. Let the light in on the mud tax.

Politics is supposed to be the science of government, but in some states it is trying to steal the road funds.

National highways and good roads everywhere—if you don't get them it is your own fault. We need uniform road legislation, construction and maintenance.

TO EXHIBIT ROAD MODELS.

Collection to Be on View at Panama-Pacific Exposition.

Arrangements are to be made by the United States department of agriculture, through Logan Waller Page, director of the office of public roads, to place on exhibition at the Panama-Pacific exposition in 1915 the greatest collection of road models ever displayed in any part of the world. The models will furnish exact duplicates of the old Roman roads, French roads and all of the various types of modern roads, together with miniature models of road machinery operated by electricity.

The office of public roads made an exhibit of road models for the first time at the Alaska-Yukon-Pacific exposition. The aim was to put on view such striking examples in miniature of road models that visitors would not only appreciate the beneficial effects of improved highways, but would, at the same time, be able to understand the methods of their construction.

Since the Alaska-Yukon-Pacific exposition closed, the exhibit has been displayed at numerous other exhibitions and fairs in many parts of the country and in South America and Europe. In the meantime, the collection has been greatly augmented until every single type of road is now represented and every known device used in the making of roads has been reproduced in miniature.

The models have also been displayed on road trains at all important places along the route of the Pennsylvania railroad in the state of Pennsylvania, the entire system of the Southern railway, the Frisco lines, the Atlantic Coast line and the Nashville, Chattanooga and St. Louis railway.

As a result of the instruction furnished by these road models many farmers have joined forces to improve their own highways, and the road building movement has had a great impetus. When application for expert advice concerning any special road problem is made to the department the office of public roads furnishes it without exacting any fees.

"Pa, what's a contrite tempo?" "I don't know. I've never learned the names of all these automobile parts."—Judge.

USE OF SLAG IN ROAD BUILDING

Better Than Stone For the Macadam Highway.

SPARE ROLLER, SPOIL ROAD

Plenty of Water Absolutely Necessary in Manufacture of Slag Roads—Slag is Cheaper, Lasts Better Under All Conditions and is Easier to Get.

To construct a highway correctly proper excavation should first be made and the subbase thoroughly well rolled with a roller of at least ten tons in weight. This should be done no matter what kind of base material is used. However, in the construction of a slag road, in order to obtain the very best results, it is necessary that the loose slag be spread on the subbase to a proper depth and then thoroughly rolled from time to time as the work progresses.

During such procedure it is recommended that the road be kept well wet with water, if water is available, and in finishing it is only necessary to put on top of the slag base about two inches of slag screenings, which contain dust and slag particles as large as one-fourth of an inch, which, like all cement, is inert in the dry state.

This likewise should be thoroughly wet and well rolled. In fact, the top should never be put on except with plenty of water and thoroughly rolled. This is necessary because of the natural cementing qualities of slag, and in order to get it properly bound this material must be rolled to eliminate as many voids as possible.

A slag road built under these specifications, instead of deteriorating, as is too often the case with most other road metals, will gradually improve until the entire roadbed becomes a solid mass, thereby giving practically a concrete road.

It is said indeed to water road forces at work, not only along country highways, but more especially in the cities.



CUTTING SLAG FOR ROAD WORK.

where there are macadamized roads, for the waste of time and material is something appalling.

Streets are repaired merely by throwing loose slag or some other material into the ruts and, instead of finishing the job by rolling and compacting the material, making it more or less permanent, the loose material is allowed to remain, and vehicles passing over it, instead of compacting the filling, will cause the particles to grind into dust, which will be carried off either by the wind or by rapidly moving automobiles, leaving the street in as bad condition as before it was repaired.

Slag is the one material that not only is cheaper as a rule than all other road bases, but it is available in large quantities and at all times, regardless of the weather. The rainy season has no effect on the shipment of slag, as is the case in the rock quarries and gravel pits; and by reason of the fact that it is usually loaded at points where a number of railroads center cars are available when such is not the case at quarries and gravel pits located exclusively on one line.

The advantages to be derived from the use of slag in building highways may be analyzed as follows: It is a natural cement rock. It will cement together if properly compressed by wetting and rolling. It is, as a rule, vastly cheaper than any other road material.

It is available in large quantities and at all times, regardless of weather conditions. It is an impervious material. It is considerably lighter in weight than stone or gravel, consequently a great saving in freight is effected where distances are equal.

A New Road Material.

A new road material designed to stand hard usage from automobiles is being tried by a Swiss engineer, W. Erlich, and is said to consist of a mixture of broken stone about the size of a hazelnut, but not limestone, with a binding material whose composition is not divulged by the inventor. In the present process the stone is heated at first from 100 to 150 degrees C. and mixed at the temperature with the melted composition. When in use the mass is remelted in order to put it on the road. A road roller heated to a rather high point is passed over the surface, the roller weighing about six tons. Reports state that a very good road surface can be obtained in this way.

Washington general Examination Point for the U. S. Government

L. H. Fisher, secretary of the Fourth Civil Service District of the United States government, was a visitor to the city yesterday for the purpose of getting things in shape for making Washington a general examination point for the government. Mr. Fisher's district embraces the states of North Carolina, Virginia, West Virginia and Maryland.

When the new public building was planned for this city the architect provided a room for the civil service branch of the government and since the completion of the building this room, which is located on the third floor, has been admirably fitted up. The room is equipped with fifteen desks and chairs and the examiners' desk and other necessary paraphernalia. Making Washington a general examination point was done through the diligence of Congressman Small and no doubt the citizens of the city appreciate fully this additional effort on the part of the congressman to advance the interest of his district and his constituency. The first examination and the principal one will be an examination for stenographers and typewriters, and Mr. Fisher says those who stand this examination and pass must have good chances for a position right away as the government needs this kind of clerks badly. Applicants must be filed with the Civil Service Commission, Washington, D. C., or Mr. F. M. Hodges at the local postoffice, who is clerk to the commission here.

On December 15th an examination will be held at Blounts Creek for the purpose of examining applicants for the position of postmaster at that point. The salary of this of-

\$500. DAMAGE BY FIRE AT N.S. DEPOT

Last night between 8 and 9 o'clock the alarm of fire was sounded which proved to be the boiler house and water tank at the Norfolk Southern station. The fire department responded promptly. The blaze originated in the boiler house which caused the water tank to catch as well as an empty box car resting on the track nearby. Within a short while after the department arrived on the scene the blaze was extinguished. The loss to the company will be about \$500.

COZEENS MARKET WILL OPEN IN NEW MARKET TUESDAY, NEXT. W. Gray Wills' Store, Market St. Public invited. R. B. COZEENS, 11-8-14

COTTON MARKET List Cotton 12.85. Seed Cotton 5 cents. Cotton Seed, \$25.00 per ton.