

CLASSIFIED ADS

WOMEN—SELL GUARANTEED
Hosiery to friends and neighbors; 70 per cent profit; Make \$10 Daily. Experience unnecessary. International Mills, Box 4029, West Philadelphia, Pa. 6-16-6mp.

FOR SALE CHEAP:—A GOOD
Horse, Sully and Buggy. See J. D. Grimes. 6-13-3tc.

HOUSE WANTED—WITE MODERN
conveniences centrally located. Box 358 City. 6-12-6tp.

WE ARE HEADQUARTERS FOR
all kinds of fresh meats. Central Market. Phone 422. 6-12-2tc.

BOILED HAM AT CENTRAL MAR-
ket. Grover Mayo, Mgr., Phone 422. 6-12-2tc.

BE A DETECTIVE—EARN \$100
and over monthly, easy work. Victor Association, 1431 Broadway, New York City. 6-8-2wc.

ALL PORK SAUSAGE MEAT AT
Central Market. Phone 422. 6-12-2tc.

MAJESTIC HAMS AT CENTRAL
Market. Phone 422. 6-12-2tc.

PIGEONS PAY DOLLARS WHERE
chickens pay cents; small capital needed, small space required; always penned up; ready markets; send for May issue of our Journal; fully explained there; price ten cents. Reliable Squab Journal, Versailles, Mo. 6-3-1mo.c.

MINE HAM AT CENTRAL MAR-
ket. Phone 422. 6-12-2tc.

FINE SADDLE MARE FOR SALE.
Lady can ride. Dr. J. T. Nicholson, Bath, N. C. 5-25-1fc.

SPRING LAXATIVE AND BLOOD
CLEANSER.
Flush out the accumulated waste and poisons of the winter months; cleans your stomach, liver and kidneys of all impurities. Take Dr. King's New Life Pills; nothing better for purifying the blood. Mild, non-gripping laxative. Cures constipation; makes you feel fine. Take no other. 25c, at your druggist. ad
Bucklen's Arnica Salve for All Murks.

NOTICE.
By virtue of a power of sale contained in a certain mortgage deed from Dave Jenkins to L. C. Tripp, dated May 3, 1913, recorded in Register's office of Beaufort Co., in book 174, page 175, I will offer for sale to the highest bidder, for cash, at the Courthouse door in Beaufort Co. on Monday, July 6, 1914, at 12 o'clock, the following described tract or parcel of land, lying and being in Beaufort county, North Carolina, Richland township, and described and defined as follows, to-wit:
Beginning at Solomon Jenkins' N. W. corner on the old Sand Hill road and running thence Eastwardly with Solomon Jenkins' line seventy yards to Silas Gulon's line, thence with his line to the Washington and Vandemere railroad; thence with said rail road to the said old Sand Hill road; thence with said road to the beginning, containing one acre, more or less.
This 2nd day of June, 1914.
L. C. TRIPP,
Mortgagee.

Daniel & Warren, Atty. 6-2-4wp.

TWO THOUSAND ACRES OF WILKINSON LAND IS BOUGHT BY SYNDICATE

If there is one industry in Beaufort County above another that has been given publicity to the outside world, and justly so, it is the development of the Wilkinson land near the enterprising and progressive town of Belhaven and rightfully so, for the Wilkinson Brothers have demonstrated in more ways than one their ability to give farming land that means something in the way of results. They have spent money in accomplishing it and those who are advocates of their way of thinking are reaping a harvest yet unheard of in this section.
The result of their labor in that section of the county has astonished more than one; their exploits have been given unlimited space in some of the leading papers not only of this state but other states, and the consequence is that prospective investors have visited that section and always left greatly impressed with the future of this soil made possible by the indefatigable efforts of citizens who believe in doing and accomplishing things.
Only last week a party of prominent men from Winston-Salem, N. C., took a trip through the Wilkinson land. What was the result? They closed a deal for 2,000 acres of this valuable land and propose beginning clearing it at once. Their intention is to have it ready for a crop next year.
Not only have the Wilkinson Brothers interested the people of their immediate section in the development of this land, but the entire county, state and other states. Everyone who visits their property is simply amazed and delighted, be he farmer or whatnot. They have the goods to show. Their scheme is not on paper but is a reality. They are citizens of Beaufort county who believe in doing things and what they have accomplished in the development of their land is surely worthy of emulation.

Coffee Consumed In 1913 Would Fill Cylinder to Moon

During the year 1913 the United States imported 852,529,498 pounds of coffee, having an entry value of nearly \$105,000,000. To the average reader this may not appear very startling, but a little calculation will bring to mind the significance of these figures. One pound of finely ground coffee will make no less than three gallons of a reasonably strong beverage. Our 1913 imports therefore made at least 2,557,500,000 gallons. A standard gallon contains 231 cubic inches, or, putting it a little differently, would fill a cylindrical coffee pot 7 inches in diameter and 6 inches high. The coffee imported in 1913 would therefore fill a cylinder 7 inches in diameter and 242,188 miles high. Could such a cylinder be erected it would be necessary to take care not to build it in the direction of the moon's orbit around the earth, for that satellite's average distance from our planet being but 238,850 miles, it might knock off from the top of our extended coffee pot some 3,338 miles. Were the cylinder flexible and the base well anchored, however, it might topple over and wrap itself nearly ten times around the earth at the equator. All of which is mentioned merely to show that we drink some coffee in this country.
Over two-thirds of the coffee consumed in the United States comes from Brazil. Our imports from that country in 1913 amounted to something over 625,000,000 pounds, having a value at the ports of entry of \$73,650,430. It is no doubt owing to this fact that the Pan American Union, Washington, D. C., publishes in its latest descriptive pamphlet on Brazil an interesting sketch of coffee and its cultivation. In this account it is stated that coffee derives its name from the city of Kaffa in Abyssinia, in which country it is believed that the coffee tree originated. Its botanical name is Coffea Arabica, because it was first cultivated in Arabia and exploited in its present-day use. A natural coffee plant grows into a tree 14 to 18 feet high, having a long and slender trunk without limbs on the lower part. The plant has numerous thin roots growing deep into the earth, and one central or tap root going straight down and almost as long as the tree is high. When cultivated, however, the plant is generally not allowed to grow beyond six feet in height and 8 feet in girth, in order to facilitate its cultivation and the gathering of the crop.
Healthy coffee trees produce in the axilla of each leaf from 12 to 16 buds, which in flowering have an exquisite perfume. These flowers become dark and wither and fall off in two or three days, leaving groups of seeds on the small stems. These in turn grow into the coffee berries which closely resemble dark red cherries. Each berry contains two seeds, growing face to face, and these are the coffee beans of commerce.
The plant flourishes best in well-watered regions, in a sub-tropical climate at an elevation of 1,500 to 5,000 feet, and in a rich soil. All these elements are found to perfection in Brazil, especially in the four states of Sao Paulo, Rio de Janeiro, Espirito Santo, and Minas Geraes, whose combined areas cover about one-eighth of the vast domain of the Republic. This section produces about four-fifths of the world's supply of coffee.
The practice of coffee drinking encountered for a long time the opposition of sovereigns and strat-laced society, partly on political, partly on religious grounds, but in spite of that it made its way slowly across the Old World from Arabia, through Asia Minor, northern Africa, and Turkey. The first coffee house was opened in London in 1652, and about the same time Paris took up the habit. The first coffee grown in Europe was the result of experiments by French and Dutch botanists. The Dutch introduced it into Java, while the French brought it into the West Indies. A Portuguese, Joao Alberto Castello Branco, is said to have planted the first coffee tree in Rio de Janeiro in 1760, and from this small beginning has developed the greatest industry of the country—for Brazil, thanks to climate, soil, and similar factors, has become the greatest coffee producer of the world.

HARVESTERS WILL GIVE SILVER SOCIAL

The Harvesters of the First Presbyterian Church on Tuesday evening June 16th, at 8.30 o'clock, thinking that will be sufficiently late, will serve refreshments at Mrs. Ellsworth's to all who will come and join and at the gate donate their silver coin as an offering to help us a Sunday School room.

RAILROADS OUGHT TO BE REIMBURSED

"I am thoroughly convinced that for carrying the mails the railroads should be paid a rate that will give them the same returns, per car-mile, that they get on an average from passenger traffic," said former Senator Jonathan Bourne, Jr., chairman of the Joint Congressional Committee on Railway Mail Pay, this morning. "I am speaking entirely for myself and in no manner for the Joint Committee on Railway Mail Pay. My conclusions have been reached after many months' study of the subject."
"The desiderata in mail transportation by railroads are frequency, regularity, speed and safety. Mail is carried almost entirely on passenger trains. The volume of passenger traffic determines and primarily controls the frequency, speed and regularity, and to a great extent the safety, of railroad passenger transportation. Hence, everything that is necessary for increased volume of passenger traffic is a relatively corresponding benefit to the mail in its transportation over the railroads."
"The Postoffice Department has advanced the theory that the mail shall not bear its relative proportion of expensive terminals, ticket agents, and many other things appertaining to the passenger service, but I assert this contention is not sound. The volume of passenger business depends on all of those things and they are necessary to the increase of passenger business and, hence, necessary for mail transportation, and the government should pay its relative proportion of same."
"With these premises and deductions I again assert that my own conviction is that the government should at least pay a car-mile rate equivalent to the average passenger car-mile rate for the last five years, assuming the passenger car-mile rate to be a just rate, namely, a little over 25 cents per car-mile. If my premises are sound, my deductions are certainly syllogistical."
"The duty of our committee is to determine as far as it is possible to determine, what is a just compensation to be paid to the railroads for the carriage of mail. The apparent aim of the Postoffice Department has been to evolve a method by which the railroad mail pay could be reduced. Government is formed for the protection of its citizens; and the preservation of their personal and property rights. It ought to set an example for all the people and should, therefore, itself do justice to each individual in society."

NAVAL RESERVES
Special Orders No. 11.
All men and officers of the 6th Division, N. C. N. M. will report at their armory on Wednesday night, June 17, 1914, at 7 o'clock p. m. The men will report in whites. Inspection by Lieut. Vernon, U. S. N. W. B. RODMAN, JR., Commanding. 6-15-3tc.

EARLY TOMATOES.
Robert Mitchell is now supplying his customers with early tomatoes, which he hopes to continue the balance of the season. He expects to fill any order promptly. His tomatoes are looked upon as the best raised here. His vines are cultivated very healthy and he states that he will place his product against any on the market. Walter Credle & Co., are handling his tomatoes and he also has them for sale at his shop on Gladden street in front of the A. C. L. He may sell them from other points later. The number of his shop is 11 Gladden street, residence 540, Blounts Road. 6-13-4tc.

REMARKABLE TEST OF CADILLAC ENGINE

Jersey City, N. J.—The most remarkable non-stop run of an automobile engine ever held in this country is still in progress at the garage of the Crescent Automobile Company, on Hudson Boulevard, this city. On April 8th last, a Cadillac 1914 stock model engine was started running in a small booth set up in full view of the hundreds of motorists who daily pass along the Boulevard, which forms the eastern end of the Lincoln Highway.
The engine has now been in continuous operation for more than five weeks, has covered over 21,000 road miles, or more than six trips across the continent, via the Lincoln Highway, and is still turning up a daily average of 535 miles, or a little over 22 miles per hour. No signs of overheating have yet appeared and only a pint and a half of water has been fed into the radiator since the test started. Cylinders and bearings are lubricated with Polarine, the oil being fed at the rate of 26 drops per minute.
The fuel used is the Standard Oil Company's Motor Gasoline, and the engine averages 44 miles on a gallon of gas. It is run at from 600 to 700 revolutions per minute.
All previous non-stop records are now far out-distanced, the best previous run being that of the Packard which ran for 16 days in an official test under the auspices of the Automobile Club of America.

Love.
This I, moreover, hold and dare affirm where'er my rhyme may go. Whatever things be sweet or fair, love makes them so. Whether it be the lullabies that charm to rest the nursing child, or that sweet confidence of sighs and blushes, made without a word. Whether the dawning and the flush of softly sumptuous garden bowers, or by some cabin door, a bush of ragged flowers.—Alice Cary.

C. T. Harnsberger Testifies

BERGER OF HARRISONBURG
COUSIN OF CAPT. J. S. HARNSBURG
Too Weak to Wear Coat—Couldn't Speak Above Whisler—Bear's Emulsion Cured Him.
John D. Bear, Elkton, Va.
"Dear Sir—Eight years ago I was a great sufferer from weakness, weak lungs and pleurisy and coughed night and day and raised and expectorated a quart in 24 hours. I had as many as four or five night sweats in one night, my pulse would run as high as 140 and my temperature was about 103. I was so weak I could hardly walk to the dining-room. I had no appetite and everything I saw nauseated me. I couldn't stand the weight of my coat on my shoulders, and could not speak above a whisper at times. I was in one of the best sanitariums in the South, but seemed to be growing worse every day and was about to give up when a friend asked me to try Bear's Emulsion. I did so and had taken it but two days when I began to improve. My appetite improved, and I felt stronger. I coughed very little, my lungs stopped hurting me and it was not long until I could walk two miles a great deal easier than I could walk around the sanitarium before taking the Petroleum Emulsion. I took 18 bottles and today I am a well man and owe a great deal to Emulsion.
Sincerely,
C. T. Harnsberger.
Anyone who doubts the genuineness of this testimonial will please write to Mr. Harnsberger, at Elkton, Va., who will take pleasure in replying. Sold by Worthy & Etheridge.
FOR RECORDER.
To the Voters of Washington, Long Acre and Chocowinity Townships: I hereby announce myself a candidate for the nomination for the office of Recorder of the above named



townships, subject to the action of the Democratic primaries, and I ask all my friends to attend the primaries on June 24th and vote for me. Assuring all that I will appreciate their support.
Yours truly,
W. L. VAUGHAN.
6-12-10tc.

ANNOUNCEMENT.
To the Voters of Bath Township: I hereby announce myself a candidate for the office of Recorder for Bath township, subject to the voters of said township.
Respectfully,
T. N. TYER.
6-12-10tp.

Get Goods By STEAMBOAT

BALTIMORE TO WASHINGTON, N. C.
STEAMER L. B. SHAW
leaves Miller's wharf, foot of Caroline street, Baltimore, the 1st, tenth and 20th of each month, and Jones & Co.'s wharf, Water street, Norfolk; the following day for Elizabeth City, Washington and New Bern, N. C. Particulars regarding rates can be obtained on application to Jones & Co., to Norfolk, Va., Roy Taylor, New Bern, N. C.; Capt. C. A. Williams, Elizabeth City, N. C.; Phillips & Co., Miller's wharf Baltimore, Md. E. H. DEAKAYNE, Manager. F. S. RILEY, Supt. a.o.d.

COLDS & LAGRIPPE

5 or 6 doses 666 will break any case of Chills & Fever, Colds & LaGrippe; it acts on the liver better than Calomel and does not gripe or sicken. Price 25c.



Best Made Paint!
Weigh, measure, or spread a gallon of B. M. P. kind—the test will prove that it goes farther per gallon! Time will prove that it wears longest, and holds its brilliancy and color to the last.
Honestly measured, honestly made—of pure oil, pure turpentine, and the correct proportion of pure pigments to give the best results and the best service.
Will not blister or peel; wears in such a way as to leave the best possible surface for repainting.
Free color card!
and valuable paint pointers in the special B. M. P. House Paints Booklet. Call for a free copy today.
"B. M. P." stands for Best Made Paint. There is a B. M. P. kind for every purpose.
Made by Beckler-Moore Paint Co., St. Louis.
Sold by Pegram-Watson Hardware Co.

Figure It Out For Yourself
If you spend as fast as you earn, you have nothing left—if you save a little weekly it keeps adding up!
Isn't a bank account with an 4 per cent interest compounded quarterly the logical thing for YOU?
BANK OF WASHINGTON
Washington, N. C.



The manufactured Studebaker SIX gives you a quality and value that the assembled "Six" can never attain.

The one incorporates perfection of alignment and balance, due to Studebaker-manufactured parts, necessarily foreign to the other.
That means elimination of vibration and perfect roadability, in the Studebaker SIX.
Great volume of Studebaker SIX production means manufacturing economies, and resultant quality, that the assembler cannot meet by increased production or lowered prices.
Heat treated steel, manufactured parts in greater proportion than any other car, spell value in the Studebaker SIX greater than in any other car at any price—assembled or manufactured.
Send for the Studebaker Proof Book describing Studebaker manufacturing methods.

F. O. B. DETROIT	
Four touring car	\$1050
SIX Touring Car	\$1575
Six Landau Roadster	...
SIX Sedan	\$1800
'35" Touring Car	\$1290
'35" Coupe	\$1150
Six Passenger SIX	\$1550

HARRIS HARDWARE CO.
Washington, N. C.
Buy It Because It's a Studebaker

New Theatre
Presents
For entire week June 16
The Kennedy-Vincent
Musical Comedy Co.
In a series of Musical Comedies
Good Singing Good Dancing
Good Comedy
Usual Reels of Photoplays
Thursday night, Amateur night. Prices 10 & 20c

BASEBALL MOVIES: "The Mad Leap of Despair!" Mr. Fan Gets an Earful, Then Plunges



Unusual Plays

