

Greater Washington Edition Is Now Nearing Completion

The progress edition of the News, which will be known as the Greater Washington Edition is nearing completion, and it will prove to be the most creditable venture of its kind ever put forth in Southern Carolina.

With the enthusiastic support of practically every citizen of the city of Washington, that has already signified their hearty co-operation, the undertaking has led to include every public, commercial and private enterprise in the city. Now is the time for every progressive citizen to lend his unstinted aid in making this edition one of far-reaching influence both locally and throughout the agricultural regions, from which sources it will derive material and trade benefits.

WILMABGRAMS

Mr. W. J. Dleakly made a business trip to Wilson and other places last week.

Mr. J. M. Smith and family have just moved to this place. They are from Plymouth.

We are glad to note that Mr. Lonnie Farney is recovering from his break-up so nicely.

Misses Elsie Beavers and Dora Chandler returned from Haw Branch. They report a pleasant time. Miss Lillian Lewis who came with them returned Sunday.

Messrs. Chas. Gentry, Willie Lewis, and Heber Williams called on Misses Dora Chandler, Elsie Beavers

WIND BLOWS STORE OFF THE BLOCKS

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The Laughinghouse building will be two stories. There will be four stores on the first floor, two of which will face on Market street and will be 28x35 feet each. Two stores will front on Second street and will be 45x28.

The second story will be utilized exclusively for offices of which there will be twenty-two in number. The building on both Market and Second streets will be constructed of plate glass and tan press-brick trimmed in white pressed brick. Next to the Laughinghouse building is being constructed the two story brick building for Messrs. Daniel and Warren, lawyers. The building will be 30x20. The first floor will contain two small stores which are to be occupied by the Washington Gas Company as an office and P. P. Maxwell, bicycle dealer. The second floor will contain two double offices and three single ones.

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Let's build in Washington Park.

MRS. A. M. DUMAY HOSTESS.

The O. Henry Book Club will meet with Mrs. A. M. Dumay at her residence on West Main street tomorrow afternoon at five o'clock. All the members are urged to be present as business of importance is to be transacted.

Form a Just Estimate.

Each man in his sphere, however narrow or extended, will find that his fellow men weigh his character and his abilities often, and unconsciously stamp him with their estimate; and that the average resultant of these frequent averages is just. —E. Pierrepont.

Spare the Hens.

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WORK ON NEW BUILDINGS IN PROGRESS

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HACKNEY DIED TUESDAY

The Washington Buggy Company plant is shut down today on account of the death of Mr. T. J. Hackney, one of the proprietors. Mr. George Hackney, Jr., who passed away at his home in Rocky Mount yesterday. The funeral of Mr. Hackney took place this afternoon in Rocky Mount. The factory here will resume operations tomorrow.

VESTING MRS. KESSINGER.

Mrs. J. J. Ferabee of Shawboro, N. C., is the next of Mrs. J. R. Kessinger on Market street. She is en route to Fountain, N. C., to visit her daughter, Mrs. Bruce Beasley.

It's Hottest in Washington Park.

WASH. FEED AND FUEL COMPANY

A new enterprise has just been started in Washington and is composed of three young enterprising business men. The style of the firm is the Washington Feed and Fuel Company. The firm is composed of J. C. Davis, formerly with Suskin & Berry, as manager; E. H. Moore and N. H. Moore. Their place of business is on Water street in the building next to the fish firm of Swindle & Fulford. They expect to handle hay, grain, feed stuff, wood and coal. The best wishes of the entire city goes out to the new firm.

Annual Convention N. Car Good Roads Association

Durham, N. C., July 9 and 10, 1914

TENTATIVE PROGRAM
July 9, 1914.

Morning Session 10.30 A. M. Invocation—Rev. E. R. Leyburn.

Addresses of Welcome:
On Behalf of the City—W. J. Brogden, Mayor.
On Behalf of the County Association—Ach Chesnam, President.
On Behalf of the County—J. T. Rogers, chairman of the Board of County Commissioners.

Response to Addresses of Welcome—H. B. Varner, President.

Reports of Officers:
Secretary—Joseph Hyde Pratt.
Treasurer—Joseph G. Brown.
Organizer and Engineer—D. Tucker Brown.

Appointment of Committees:
Resolutions.
Legislative.
Address—Hon. Locke Craig, Governor of North Carolina.
Advantages of a State Highway Commission—Hon. H. C. Stuart, Governor of Virginia.
Address—Hon. Fairfax Harrison, President Southern Railway.
North Carolina's Public Road Policy—Joseph Hyde Pratt, State Geologist.

Discussions—All papers will be open for discussion, and every one attending the Convention is cordially invited to take part in these discussions.

Afternoon Session, 4.00 P. M.
Inspection of Durham county Road. Automobiles leave Hotel Marlborough at 4.30 p. m.
Night Session 8.30 P. M.
Federal Government and Highway Construction—Hon. Jesse Taylor, President Ohio Good Roads Federation.

Atlanta Good Roads Convention—Hon. Charles P. Light, Field Secretary American Highways Association.

State Automobile Law—James A. Gray, Jr., President Winston-Salem Automobile Club.
Suggested revision.
July 10th, 1914.
Morning Session 10.30 A. M.
Opening prayer—Rev. L. P. Howard.
Address—Hon. John H. Small, Congressman of the First District.
Maintenance of Roads—D. Tucker Brown, Organizer and Engineer of the North Carolina Good Roads Association.
Organization of County Maintenance Forces.
Maintenance Fund.
Wide Tires.
A System of Maintenance of the National Highways—J. E. Penney, Baker, United States Office of Public Roads.
North Carolina and a State Highway Commission—Judge A. W. Graham.
Its Function.
Its Need.
How Supported.
A Proposed Bill.

DISCUSSION
Led by Lieutenant-Governor E. L. Dughridge.
Hon. Frank Nash of Orange County Uniform Road Law—Prof. M. H. Stacy, of the University of North Carolina.
Requirement of Lights.
Keep to the Right.
Injury to Road Service.
Jurisdiction of County Commission Over Traffic.
Tax on Vehicles.

DISCUSSION.
The Country Woman and Bad Roads—Miss Adelaide Fries, President North Carolina Federation of Women's Clubs.
What Good Roads Mean to the Farmer—Dr. H. Q. Alexander, President Farmers' Union.

Subscribe to the Daily News.

SPECIAL SALE AT PLYMOUTH

The Daily News job rooms is today turning out a mammoth poster for the great sale that opens July 8th at the Clyde Cahoon store in Plymouth, N. C. This sale is to be conducted under the management of Mr. J. H. Stelfoff of Washington, D. C. Mr. Stelfoff is now in Washington making preparations for this record breaking sale and it should be gratifying to the Daily News readers to know that these advertising stunts are the work of this paper. Mr. Stelfoff is most courteous and urbane gentleman and knows his business from A to Z. Plymouth is to be congratulated in having him as one of its citizens if but for a short time.

Simplest and Cheapest Way to Maintain Certain High Roads

Washington, D. C., July 1.—The road drag is the simplest and least expensive contrivance yet devised for maintaining earth roads, according to the experts in the U. S. Department of Agriculture who are co-operating with state and county authorities in work for better roads.

Properly used, the drag gives the needed crown to the road, smooths out ruts and other irregularities, spreads out puddles of water, thereby accelerating the drying of the road, and makes the surface more or less impervious to water by smearing over the so-called pores in the earthy material. The cost of operation depends, of course, upon local conditions and the thoroughness with which the work is done. It is safe to say, however, that it is less expensive than any other efficient system of upkeep.

Farmers' Bulletin No. 597, of the Department of Agriculture, discusses under the title of "The Road Drag and How it is Used," the best methods of maintaining earth roads in good condition by this simple device. In this bulletin, which has just been published, the Department points out that of more than 2,000,000 miles of public roads in the United States, only about 200,000 miles have been given a hard surface. It is true, of course, that a large part of the remaining mileage consists of roads that are entirely unimproved, and that on roads of this class the drag is practically useless. There is a much larger mileage, however, that has been partially improved, and it is on roads of this character—roads that have been crowned or drained, but have not a hard surface—that the use of the drag is advocated.

In its simplest form, the road drag consists of an ordinary log split in half and the two halves connected like the uprights of a ladder by means of cross sticks or rungs set in. The log should be about 7 or 8 inches in diameter, and from six to eight feet in length. It is better to have it of well-seasoned, hard, long-wood. The two semi-cylindrical halves of the log form the runners of the drag, and are usually spaced from 20 to 36 inches apart. The front runner is always placed with the split surface of the wood facing forward, but the rear runner sometimes has its rounded face in front. This is done in order to increase the smearing action of the drag, as it passes over the surface of the road.

The two runners are not placed directly behind each other, but are "offset" as it is called, from 12 to 18 inches. This is done because the drag is drawn over the road at an angle sufficient to make the runners cross themselves as the material which they scrape. The amount of this angle is, of course, upon the condition of the road. By adjust-

CITY COURT WAS QUIET THIS MORN.

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TOM THUMB WEDDING ON FRI. NIGHT

On next Friday night at the First Baptist Church a very interesting occasion is looked for. The Junior Aid Society of the church has planned next to the fish firm of Swindle & Fulford. They expect to handle hay, grain, feed stuff, wood and coal. The best wishes of the entire city goes out to the new firm.

1913 RECORD YEAR TIMBER PRESERVING

The most notable progress yet recorded in the chemical treatment of timber to prevent decay was made in 1913, according to a report recently issued by the American wood preserver's association in co-operation with the forest service of the department of agriculture.

The report states that 93 wood preserving plants in 1913 consumed over 108 million gallons of creosote oil, 26 million pounds of dry zinc chloride, and nearly 4 million gallons of other liquid preservatives. With these the plants treated over 183 million cubic feet of timber, or about 23 per cent more than in 1912. The output from additional plants unrecorded would increase the totals given.

Impregnation of wood with oils and chemicals to increase its resistance to decay and insect attack, the report goes on to say, is an industry which has become important in the United States only in recent years. In Great Britain and most of the European countries practically every wooden cross-tie and telephone or telegraph pole receives preservative treatment. In the United States less than 30 per cent of the 135 million cross-ties annually consumed are treated, and the proper treatment of an annual consumption of 4 million poles may be said to have scarcely commenced.

Real progress in the United States dates from 1832, when the Kaysing process, using bichlorides of mercury was developed. In 1837 two other processes were introduced, the Burnett process using zinc chloride, and the Bethel process using coal tar creosote. These last processes are very largely in use today.

The idea of timber preservation at first made very slow growth in this country, on account of the large supply of cheap and durable timbers and the general disregard shown toward economy in the use of natural resources. In 1885 there was only three pressure plants in the United States; and in 1894 only 15. Since

JAS. J. CUTLER DIED AT HIS HOME SAT.

Mr. James Jarvis Cutler, aged eighty-five years passed away at his home near Jessama, N. C., last Sunday afternoon about six o'clock. He was one of the county's most substantial and highly esteemed citizens and the news of his death is generally deplored. The funeral was conducted from Zion Episcopal Church, Bunyan, N. C., Monday afternoon by the Rev. C. D. Maloan and was attended by a large number of sorrowing friends. The deceased leaves a widow, seven children, thirty grandchildren and ten great grandchildren to mourn their loss. Among his children is Mr. T. E. Cutler of this city. Another one of Beaufort county's landmarks has fallen by the wayside. Peace to his ashes.

HAS RETURNED.

The many friends of Mrs. H. W. Carter are delighted to know that she has returned from New York, where she has been on an extended visit to friends and relatives in the Metropolis. She enjoyed her trip immensely. Mrs. Carter was accompanied home by her niece, Miss Margaret Harris who intends to leave for Ocracoke tomorrow to spend several weeks.