WASHINGTON N. C. WEDNESDAY AR

turn of its kind out of fer reaching influence one of fer reaching influence ally and throughout the agri-regions, from which sources a material and trade benefits

WILMARGRAMS

Mr. W. J. Dleakly made a busines to Wilson and other places last

moved to this place. They are see Plymouth.

Mr. Charlie Cox's family have just The recent rains have gue.

The recent rains have greatly improved the crops in this section. To-bacco curring will be about the pextmove now.

Among the welcome visitors the city today is Mr. J. S. Rowe of Edward, N. C. He was a passenger

Among the welcome visitors to Washington today is Mr. C. M. John-ston of South Creek, N. C., who arstored to this place. They are ston of South Creek, N. C., who arrived here today via the gas boat Victor. Mr. Johnston speaks very cucouragingly as to the crop prospects in his section or the county and unless something unforseen bappens where returned from Haw Branch the farmers in the South Creek section will have no cause to complain any report a pleasant time. Miss illian Lewis who came with them returned Sunday.

Messas Char Gentry Willie Lowis, and Heber Williams called on Washington and his many friends

Misses Dora Chandler, Elsie Beavers are glad to see him.

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 devis-1

ing to the experts in the U. S. Di-partment of Agriculture who are co-operating with state and county au-thorities in work for better roads. Properly used, the drag gives the needed crown to the road, smoothes out ruts and other irregularities, apreads out puddles of water, there-by accelerating the drying of the road, and makes the surface more or less impervious to water by smear-ing over the so-called pores in the earthy material. The cost of oper-ation depends, of course, upon local ation 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

Parimers Bulletin No. 597, of the Department of Ariculture discusses under the little of "The Road Drag and How it is Used," the best meth-ods of maintaining earth roads in good condition by this simple device in this bulletin, which has just been In this bulletin, which has just been proved satisfactory.

In this bulletin, which has just been published, the Department points out that of more than 2,000,000 miles for miles of public reads in the United States, only shout 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 clase the drag is practically unimproved, and its on roads of this clase the drag is practically unimproved, 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 dispensable.

In its simplest form, the road drag consists of an ordinary log split in hasf and the tye haives counceted like the uprights of a ladder by means of cross sticks or rungs set in. The loss departed to the conditions may be such that it is desirable to carry along this material in order to deposit it where

like the sprights of a ladder by means of cross slicks or rungs; set in. The log should be about [7 or 2 inches in diameter, and from six to eight feet in length. It is hetter to bave it of well-seasoned hard, tong; wood. The two somi-cylindriest halves of the log form the runners of the drag, and are usually spaced from 20 to 35 inches apart. The tront runner is always placed with the split surface of the wood facing forward, but the rear runner sometimes has its rounded facet in from. This is done in order to inpresse the amearing action of the drag as it passes over the surface of the road. The see runners are not placed directly behind each other, but are "offset" as it in called, from 13 to 15 inches. This is done because the first in drawn over the road at an angle sufficient to make the runners tree themselves of the material which hay arraps. The amount of the 4h ale by skew aspends of course, upon the condition of the scaled. By offset.

ing the runners, it is possible to make their ends follow approximate-ty the same line on the road, which they would not do if they were set directly behind each other and the drag drawn at an angle with the road

In order to provide standing room for the man, it is usual to nail two boards down upon the rungs parallel to the runners. Standing upon these a skillful driver will bear his weight in such a way as to aid moterially in the successful operation of the drag.

The drag is drawn by a chain which should be about 8 feet long. This can be fastened by eyebolts to each end of the front runner, or one end of the chain can pass thru a hole at the discharge end of the front runner, and the other end be looped over the rung at the cutting end of the runner. It is important that the hitching link should be so designed that its position can be changed readily. It is also desirable to provide a metal cutting edge for the front runner. This can be made from a strip of iron or steel, and old wagon tires have frequently

proved satisfactory.

The cost of such a drag varies

clently wet for traffic to produce mud.

Since the weather plays so important a part in the matter, it is not unually possible to arrange continuous employment for teams on the road. It is thurstore desirable whenever possible, to have the draging done by persons interested to the road, who will do it in the intervals of other occupations.

N. C., was here this movning. He arrived on his gas boat the Triumph. In talking to a reporter of this paper today Capt. Oor gave an account of the accident to his store on Blounts Creek on Monday, June 22. He mays that on Monday of that date between six and sever o'clock his store was blown off its blocks due to the heavy wind and was moved at least three feet. The building was 24x48. Capt. Cox was here today for the purpose of securing a contractor to repair the damage. He estimates his damage to be at least \$200. The store was situated at Blounts Creek Cross this paper today Capt. Cox gave an situated at Blounts Creek Cros left this afternoon with Captain Cox to make the repairs.

His Worship, Mayor Franck Kugler had altogether a different court this morning at the city hall from that of yesterday. Yester-day the offenders were galore; today they were few and far between Those disposed of today were as fol-Tom Ed Waters was indicted for

being too much innoculated with barley corn. He was adjudged guilty and fined \$5.00 and cost. Robert Ruffin was charged wit resisting an officer. He was found

guilty and ordered to pay a fine of \$10 and cost.

YOUNG GIRL

ing via the Atlantic Coast Line fo Baltimore where he took Myrtie Taylor, the the seven-year-old daughter of Mr. and Mrs. Daniel Taylor to the hospital where an operation is to be performed on her feet. Mrs. Nicholson accompanied Dr. Nicholexpects to spend several days at the Virginia Bay Hotel. It is to be hop-ed that the operation on the little girl will prove successful and that she will soon be convalescent and able to return to her home.

Let's build in Washington Par

MRS. A. M. DUMAY HOSTESS.

The O. Henry Book Club will mee dence on West Main street tomorroy afternoon at five o'clock. All the members are urged to be present as business of importance is to be trans-

Form a Just Estimate.

Each man in his sphere, however narrow or extended, will find that his fellow mon weigh his character and his abilities often, and unconsciously stamp him with their settimate; and that the average resultant of these frequent averages in fust.—E. Plerre none.

Winfred has been discolding, and her mother led her into the chicken house. Amid apprehensive cries from the child and the alarmed oscilles from the less, active punishment progressed until Winfred sobbed childing ly: "Mamma, den't you think this scares the heas too much?"

Visitor to Literary Shrine—"Too have lived here to years? Then you must remember him as a boy. What was he like?" Oldest inhabitant—"Well, mr, if 'e be the same as 'e war when I knew en, 'e can't are changed much."—Leadon Opinion.

for work has commenced in extrest on the Laughinghouse and Daniel and Wessen Buildings. When con-pleted it will mean an outlay of no-loss than \$15,000 if not more. Mr. Clyde C. Miller is the architect and builder, and he states that the work will be finished by the first of De-cember. Judging from the drawings the buildings will surely be a credit to this city and with the handsome Public building on one corner as I this new building on the other corner or Market and Second, will be an

ornament to the city.

The Laughinghouse building will be two stories. There will be four stores on the first floor, two of which will fare on Market street and will be \$8x95 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 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 War-ren, lawyers. The building will be 30x80. The first floor will centain cupied by the Washington Gas Com pany as an office and P. P. Maxwell bicycle dealer. The second floo will contain two double offices and

On next Friday night at the First Baptist Church a very interesting oc casion is looked for. The Junior Ald Society of the church has plan ned for a Tom Thumb wedding and if nothing unformen happens the wedding will be witnessed by a large number. The admission will be 10 and 15c. Children under four year free. Tickets are now on sale Davenport's Pharmacy. The full program of the occasion will be give later in these columns.

Mr. James Jariys 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 sub stantial and highly esteemed citi-seus and the news of his death is generally deplored. The funeral wooden cross-tie and telephone or Church, Bunyan, N. C., Monday at feracon by the Rev. C. D. Malon and was attended by a large number of sorrowing friends. The decease leaves a widow, seven children, thir ty grandchildren and ten great grand children to mourn their loss Amou his children is Mr. T. E. Cutler of this city. Another one of Beaufort county's landmarks has fallen by the

HAS RETURNED.

The many friends of Mrs. H. W. Carter are delighted to know that she has returned from New York, here she has been on an extended ait to friends and relatives in the wait to friends and relatives in the Motropolitis. She endoyed her trip immansely. Mrs. Carter was ac-companied home by her nicco, Miss Marsagaret Harris who intends to leave for Occasche tamorrow to spend several weeks.

ton Buggy Compa washington Buggy Company in shirt down today on account death of Mr. T. J. Hackney, of the proprietor, Mr. George toy, Jr., who passed away at hims in Rocky Mount yester. The funeral of Mr. Hackney lase this afternoon in Rocky one. The factory here will re-

TING MRS. KESSINGER.

J. J. Persbee of Shawbore singer on Market street. She is e route to Fountain, N. C.; to visit he daughter, Mrs. Bruce Bessley. She is e

A new enterprise has just been started in Washington and is com-posed 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 Swindel & Fulford. They expect to handle The best wishes of the entire city goes out to the new firm

The most notable progress yet re orded in the chemical treatment of limber to prevent decay was made in 1913, according to a report recent ly issued by the American wood preserver's association in co-operation with the forest service of the depart ment of agriculture.

The report states that 93 woo preserving plants in 1913 consum ed over 108 million gallons of cree sote oil, 26 million pounds of dry sine chloride, and nearly 4 million gallons of other liquid preservatives. see the plants treated over 153 million cubic feet of timber, or about 23 per cent more than in 1912. The output from additional plants unrecorded would increase the totals

Impregnation of wood with oils and chemicals to increase its resis-tance to demy and insect attack, the report goes on to say, is an industry which has become important in the United States only in recent years. treatment. In the United less than 30 per cent of the 135 milcross-ties annually consume are treated, and the proper treatment of an annual consu 4 million poles may be said to have carcely commenced Real progress in the United State

tates from 1832, when the Kayniz ing process, using bichlorides of mer cury was developed. In 1837 other processes were introduced, the Burnett process using sinc chloride, and the Bethel process using coal tar creosete. These last processes are very largely in use today.

The idea of timber preservation at first made very slow growth in this country, on secount of the large supply of cheep and durable timber and the general disregard shows to ward seconomy in the use of natura resources. In 1885 there was only three pressure plants in the United dister; and in 1895 only 15. Since

Annual Convention N. Car Good Roads Association

then, however, the industry nos

anatoria dr hospitals are not a me asce to the health nor a detriment to he property of those living near suc institutions is given in a pamphiet issued by the National Association for the Study and Prevention of Tuberculosis. In an extended study of the subject the Association has not been able to find a single instance where a tuberculosis sanatorium has of anyone living near it, nor where it has had any lasting effect upor property values.

The pamphiet, entitled, "The Effect of Teberculous Institutions on the Value and Desirability of Surgestelling Property," reviews all the studies made on the subject, takes up court decisions, bearing on the question, and contributes besides some original investigations of typical hospitals, and the opinions of prominent men, life insuarance con panies, and others. Nearly 150 different feutituitions are studied. In could be found where the assertio of opponents to their location, that a terrestate sanatorium would spread disease and injure property. could be substantiated. In fact, number of instances were foun where the presence of the sanatorium or hospital promoted outdoor living tending to lower the death rate, and increased the market for produce and labor, thereby benefitting the community.

Among the most significant opin ions expressed are those by five of the largest life insurance companies in the United States. These compa nies were asked if residence in a to berculosis sanatorium by a healthy individual was considered an adverse factor in issuing insurance and also is residence in the neighborhood of a sanatorium constituted such an ad Two of the companie answered the first question in the at firmative and two in the negative but every one of them answered that residence near a tuberculosis sans orium was not considered an advers factor in issuing life insurance. Dr. Edward L. Trudeau, who built

the first tuberculosis sanatorium in the United States in 1885, says. When I bought the first land on tarium is built, I paid \$25 an acre for it, but the price was then thought absurdly high. My last purcause of five acres cost me \$5,000 To my knowledge, there has never been an employee who came to the sana torium in sound health who developed tuberculosis while there; and sanatorium can no more endanger the health of the neighborhood in which it is built, even if the resi dences are at its very gates, than it could if it were placed on top of a high mountain miles away from habi

FIRST CANTELOUPES.

The first native canteloupes of the were seen at the store of Bermorning, raised at the farm of Mr. Bergeron on the river shore. For years Mr. Bergeron has met with rest success in this product and in talking to a Daily News man the rning said that his crop this year promised to be one of the best in ears. He expects to have them o alo at his place of business daily from now one

STILL PRECARIOUS.

condition of Deputy Sher John Lucas is reported to be no bet-ter today. He is very ill at his ome on West Third street from tu-

PRAYER MEETING.

There will be prayermeeting services in all the different churches of the city this evening at the usual hour, to which the general public has a cordial invitation to be present.

cham, N. C., July 9 and 10, 1914 TENTATIVE PROGRAM July 9, 1914.

ng Sendon 10.80 A. M., on—Rev. E. R. Leyburn. Addresses of Welcome: On Behalf of the City-W. J. Brog

den, Mayor. On Behalf of the County Associa

tion-Ach Cheatham, 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. Oroganiser and Engineer-D.

Pucker Brown Appointment of Committees: Resolutions.

Legislative. Address-Hon, Locke Craig, Gover-

nor 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 Geo-

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

aspection of Durham county Road leave Hotel Matbourne at 4.30 p. m.

Night Session 6.30 P. M.
Night Session 6.30 P. M.
odoral Gevernment and Highway
Construction—Hon. Jesse Taylor,
President Olda Good-Roads Feder-

ation. Atlanta Good Roads Hon. Charles P. Light, Field Secretary American Highways Asse

State Automobile Law-James Gray, Jr., President Winston-Sa lem Automobile Club. Suggested revision.

July 10th, 1914. Morning Session 10.30 A. M. Opening prayer—Rev. L. P. How

Address-Hon. John H. Small, Congressman of the First District.

of Roads-D. Tucker Brown, Organizer and Engineer of the North Carolina Good Roads Association.

Organization of County Mainte Maintenace Fund.

Wide Tires

System of Maintenance of the National Highways-J. E. Pennybacker, United States Office of Public Roads.

North Carolina and a State Highway Commission-Judge A. W. Graham.

Its Function Its Need. How Supported.

DISCUSSION Led by Lieutenant-Governor E. L. Dughtridge.

Hon Frank Nash of Orange County Iniform Road Laws-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, Precident North Carolina Federation of Wo-What Good Roads Mean to the Far

-Dr. H. Q. Alexander, President Farmers' Union.

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SPECIAL SALE AT PLYMOUTH

The Daily News 10b rooms is to-day turning out a mammoth poster for the great sale that opens July 8th at the Clyde Cahoon store in Ply-mouth, N. C. This sale is to be conducted under the management of C. Mr. Steloff 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 stants are the work of this paper. Mr. Staioff is most courteous and urbane gootleman and known 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.