

## SERVIANS DEFY AUSTRIA; WAR PLANS ARE RUSHED BY GERMANY AND RUSSIA

St. Petersburg.—The mobilization of the Russian army will proceed immediately. The Emperor has fully approved the decision of his ministers to this effect.

Berlin, Norway.—The German Emperor left here suddenly for Berlin in view of the serious situation that has arisen between Austria and Serbia.

All the divisions of the German fleet have been ordered to assemble at prearranged places on the Norwegian coast.

One of the high naval officers, who accompanied the Emperor, has started for Germany on board the fastest destroyer.

Vienna.—Diplomatic relations between Austria-Hungary and Serbia were formally broken off. War is regarded by the public as almost a certainty.

It is reported that partial mobilization of the Austrian army has been ordered.

The Serbian government waited until the last moment left it by the terms of the note, and only ten minutes before the hour of 6, when the Austro-Hungarian ultimatum expired, did the Serbian premier appear at the legation and present his government's reply to the Austrian Minister, Baron Gieseler von Gieseler.

No details of the tenor of the reply have been revealed here officially, but the terse statement was made that it was "unsatisfactory."

Immediately upon receiving the note, the Austrian Minister informed the foreign office, and diplomatic relations were broken off.

Half an hour later the Minister and his staff, with their families, had boarded a train for Austrian territory. The train was in readiness to depart, as an unfavorable reply to the Austrian demands had been expected.

According to newspaper messages received here, the mobilization of the Serbian army was ordered at 3 o'clock in the afternoon. King Peter, who had hardly returned to Belgrade when the Austrian ultimatum was announced, left the capital immediately on a special train with the principal members of the government, in the realization that the Austrians could capture Belgrade without difficulty. The temporary seat of the government will be established at Kragevatz, where there is an iron arsenal.

The portentous news of Serbia's decision was made known to the public by extra editions of the evening papers, and at 8 o'clock Saturday night half the population of the city seemed to be on the streets. They fought eagerly for the papers, and processions were formed which marched through all the thoroughfares, singing national hymns and cheering for Emperor Francis Joseph, Emperor William, and the army.

Everywhere throughout the country similar demonstrations are being held.

Count von Borchthold, the Austro-Hungarian minister of foreign affairs, visited Belgrade early in the afternoon and had a long audience with the Emperor. Later he conferred with the minister of war, General Krabatska, and the Emperor's chief military adviser, Gen. Baron Beltra von Abensberg, and the minister of finance.

Count von Borchthold had another audience at 7 o'clock with the Emperor, to whom he communicated the Serbian note.

Serbia, according to sources usually in close touch with the foreign office in Belgrade, first requested Austria for an extension of time in which to reply to the note, asking for a delay until the Serbian Parliament, which has been summoned to an extraordinary session, shall have been consulted. It was also stated that Serbia was ready to grant the Austrian demands as far as possible "without damage to her national prestige." Austria refused to grant the delay, for which Russia and France also pleaded.

A high official of the Austro-Hungarian foreign office made the following statement:

"Should Serbia at this stage of affairs the military measures against Austria, every penny of the cost of Austrian mobilization will have to be paid by Serbia."

Mean Intention.  
Woman (excited and disheveled)—  
"Quick! Give me a glass of brandy for a woman in a fit!" Druggist (calmly)—"Yes, madam. To drink now or to take away with you?"—London Opinion.

## TWO CASES DISPOSED OF CITY COURT

There were two cases before His Worship, Mayor Kugler, this morning at the City Hall. Those disposed of were as follows:

John Hardy, colored, was indicted for the crime of disorderly conduct. He was adjudged guilty and fined \$3.00 and cost.

Mc Gufford was charged with an assault. He was found guilty, but judgment was suspended upon the payment of all costs.

### GUESTS OF MRS. ROPER.

Mrs. B. J. Roper and Master James Marab, of Bath, N. C., are visiting Mr. and Mrs. E. L. Roper at their home on East Main street.

### FOR WRIGHTSVILLE.

Dr. John G. Blount, Mrs. Blount and Miss Mayme Burbank left this morning for Wrightsville Beach where they expect to spend several days.

### HERE SUNDAY.

Ex-Chief of Police G. N. Howard, now connected with the Norfolk Southern Railway was here yesterday spending the week-end with his family. He left for Norfolk this morning.

## American Road Congress In Atlanta Promises Attraction

The government exhibit which will be a feature of the fourth American Road Congress in Atlanta, Ga., during the week of November 9, will include a remarkable series of models showing every type of road constructed from the military roads of Imperial Rome down to the most modest types of market road and city boulevard. Reproductions of the roads built by the French Bourbons, by Napoleon, as well as the early specimens of macadam road built by John L. Macadam will make the series historically complete. This exhibit, which is now being prepared by the United States Office of Public Roads, will also include a dynamometer equipment, by means of which the exact pull required on every type of road surface can be shown with mathematical accuracy.

According to Mr. Charles P. Light, business manager of the exposition, to be held in connection with the congress, many of the States are arranging for educational exhibits affording full information concerning roads and the materials of construction. Mr. Light states that although the congress is nearly four months off, reservations have already been made for the display of road machinery, engineering instruments, and materials of construction, sufficient to fill completely the auditorium, as well as an additional temporary structure which will occupy the entire street space extending for a city block and two-thirds of the available space in a viaduct having a length of two city blocks.

"The expenditure last year for road construction and maintenance throughout the United States," says Mr. Light, "was well over \$205,000,000 and will soon pass the quarter billion mark. In view of this great annual outlay it is almost essential that road officials, contractors and manufacturers get in touch with one another at least once a year under conditions such as are afforded by the American Road Congress, which is participated in by more than forty great organizations under the leadership of the American Highway Association and the American Automobile Association."

At the headquarters of the congress in the Colorado building at Washington, reports are coming in of the various delegations preparing to attend the congress, some of them as far West as the Pacific coast.

The railroads have granted a remarkably low rate, which is expected to swell the attendance by several thousands.

## WILL LEAVE FOR TURKEY NEXT WEEK

Mr. John Archbell, who has been in Turkey for the past two years representing the American Tobacco Company and who has been the guest of his mother, Mrs. Lucy Archbell for the past three weeks at her home on East Second street, expects to leave via Norfolk to resume his duties next week. For the past two years Mr. Archbell has been located at Xanthia, Bulgaria. This province was taken from the government of Turkey as a sequence of the late war. Mr. Archbell states that it will take him sixteen days to make the trip from New York. For the past two years he has been the representative of the American Tobacco Company, buying as what is known as Turkish tobacco. When asked how he liked the country he replied with a smile: "You know there is no such place as good old North Carolina." Mr. Archbell has made rapid strides with the American Tobacco Company since he entered their employ and he is counted upon as one of their most trusted employes. All his friends in Washington wish him a pleasant journey back to his far-distant adopted home.

"Why don't you take the Daily News?" Mr. Archbell was asked. "For this reason," was the reply. "Your paper sells for \$3.00 per year and by the time I received it it would mean an outlay of \$12.00. I take the Sunday New York Sun and this one paper a week stands me out \$7.50." "You see," said Mr. Archbell, "I cannot stand many newspapers, no matter how they would interest me in my far-away home."

## NATIONAL AND STATE DEBT 1870-1913

Washington, D. C.—The full report on national and State indebtedness and funds and investments from 1870 to 1913 has just been issued by Director William J. Harris, of the Bureau of Census, Department of Commerce. The bulletin gives information for the United States as a whole and for each State separately and it is now ready for distribution. According to this bulletin, the total debt of the 48 State governments on June 30, 1913, amounted to \$422,796,525. Of this total, \$403,366,569 represented funded debt, and \$19,429,956 represented floating debt. Of the funded debt, \$364,836,427 are represented in bonds and \$38,530,142 are special debt obligations to public trust funds.

As an offsetting item against this total debt, the 48 States reported \$76,980,571 in sinking fund assets, leaving their debt (less sinking fund assets, \$345,942,305. The per capita debt for the 48 States amounted to \$3.57 on June 30, 1913.

In contrast with the debt of the 48 State governments, the national government had a total debt on June 30, 1913, of \$2,916,204,914. Of this total, the funded debt amounted to \$2,540,523,329, while the floating debt amounted to \$375,681,585. Of the funded debt, the bonded indebtedness amounted to \$37,36,160, while the special debt obligations amounted to \$1,573,157,169. The sinking fund assets, or cash in the United States Treasury available for the payment of debt, consisting of accumulated trust funds, gold and silver and general treasury cash, not only were sufficient to eliminate entirely the special debt obligations but also to reduce the bonded debt. The national debt, less cash in the treasury available for the payment of debt, amounted to only \$1,028,54,055, or a per capita debt of \$16.59.

The next debt of the national government represents three times the total net debt of the State governments. Of the total per capita debt of \$14.15 (national and State), the debt of the national government is 10.59, or 75 per cent, while the debt of the State governments amounts to 3.57, or 25 per cent of the total.

History of the National Debt.  
The debt of the national government was higher in 1870 than at any time since that date; the per capita debt that year being \$60.46. This amount, though large, was a material decrease over the debt as it stood August 31, 1865. On that date the indebtedness of the national government (less funds available for the payment of debt) amounted to \$2,766,431,571, an average of \$79.44 for every inhabitant of the country. The rate of increase between 1865 and 1870 was continued until in 1880 the indebtedness of the national government had decreased so that, together with the rapid increase in the population, the per capita debt

Old-Looking Shark's Egg.  
A shark's egg is one of the oddest looking things imaginable. It is unprovided with shell, but the contents are protected by a thick, leathery covering, almost as elastic as India rubber. The average size is 1 by 3/4 inches, and it is almost jet black.

Much Work on Small Box.  
The construction of a cigar box may seem to be a very simple matter to the novice, but the box passes through nineteen processes before it is ready to receive the cigars.

Joy in Work Well Done.  
We enjoy ourselves only in our work—in our doing; and our best doing is our best enjoyment.—Jacob.

## AN APPEAL MADE FOR PROHIBITION

A stirring appeal for the co-operation of all Christian people in the fight for National Prohibition was made last night at the Methodist church, by Mrs. George Green, of New Bern. Mrs. Green is a good speaker, and has studied her subject thoroughly. Every man and woman present must have felt new determination to do his or her best, against that greatest curse of the civilized world, the liquor traffic, as she showed how poverty, disease, and crime can all be traced directly to this source. This is well known to all real students of science and medicine. Surely it behooves every Christian to be up and doing.

Besides this lecture, Mrs. Green had talked to three Sunday schools. It is hoped such earnest, over-intelligent effort will have a decided effect in rousing all our good citizens. It has recently been said that our government will have to act against the liquor traffic, or put its public approval on crime."

## YOUNG MAN IS ALTERNATE TO U.S. ACADEMY

Congressman John H. Small has notified Mr. Justus F. Randolph, Jr., son of Mr. and Mrs. J. F. Randolph, of this city, of the fact that he has been nominated as first alternate for examination to enter the United States Military Academy at West Point. Mr. Randolph is not quite 17 years of age and is one of Washington's brightest young men. The examination will be held in Washington City on the last Tuesday in March, 1915. The many friends of this young man wish him every success.

## FROM NAG'S HEAD.

Miss Fannie Lamb Haughton left Saturday for Nag's Head, where she expects to spend several weeks.

## CROWDS GO TO ATTEND THE SERVICES

Quite a number of citizens from Washington and different parts of Beaufort county attended the camp meeting of the "Unknown Tongue" sect near Chocowinity yesterday. Those who were present state that the services were interesting. The meeting will last until August 2. All during the week citizens from Washington will attend.

## GOOD SHOW NEW THEATRE THIS WEEK

The New Theatre opens tonight for the week with an excellent program of associated films. Tonight they will have a two-reel feature entitled "The Constancy of Jeane," a drama that is sure to please every one that attends. They also will run a one-reel film entitled "Her Hand." This splendid picture will be one of the best pictures that this house has had for some time. With the electric fans in this playhouse there is no reason that any one should not go there. For the pictures are as good as you get anywhere.

VISITING AT FACTOLUS.  
Mr. and Mrs. Lee Davenport left yesterday morning for Factolus, N. C., where they expect to spend several days visiting relatives and friends.

SENATORIAL CONVENTION.  
The Senatorial Convention will meet in Washington Wednesday, July 29th, for the nomination of two Senators.

W. C. RODMAN,  
Chairman.

FROM OCACOKE.  
Misses Adeline Mayo and Annie Cox returned Saturday from Ocaoke. Their return trip was a strenuous one, as they were on the route 26 hours.

## Good Road Advocates Should Secure Copy Of Publication

Washington, D. C., July 24.  
Editor Dall News:—I have just received from Joseph Hyde Pratt, of the North Carolina Geological and Economic Survey a publication containing the proceedings of the annual Convention of the North Carolina Good Roads Association, held at Morehead City, on July 31, 1913. There is so much of valuable material in this publication, that every citizen interested in better roads should give it a careful reading. There is a constantly growing interest in Beaufort county for better roads, and I hope many of our citizens will procure a copy of this publication and read it carefully. It will be distributed without cost, but ten cents in stamps must be enclosed to prepay postage. Address Dr. Joseph Hyde Pratt, Chapel Hill, North Carolina.

Very sincerely,  
JNO. H. SMALL.

MANY SEE  
HOYT SALE  
FOR TODAY

The Mid-Summer Clean-Up Sale at The J. K. Hoyt Store, which began last Thursday, has attracted throngs of buyers from all directions. In the city, near-by towns, and the country. This sale is for the purpose of clearing out all summer stocks to make room for the new fall merchandise, that will soon be making its appearance. This popular store will continue this sale through this week and it bids fair to be the most successful summer sale in the history of Hoyt's store.

HAS RETURNED.  
Mr. J. F. Randolph has returned from Blowing Rock, N. C., where he has been spending a few days recuperating. Mrs. Randolph will not return for several weeks yet.

VISITING HERE.  
Miss Ruth Clark, of Norfolk, Va., is the guest of her father, Mr. H. B. Clark, at his home on Bonner street.

Let's build in Washington Park.

Whole Families in Same Trade.  
Among the silver masters of Sheepshead, England, it is rather an established practice to encourage the employment of families. It is more the rule than otherwise that a father working in the silver trade will apprentice his children to that trade as they arrive at working age.

Where Reform Must Begin.  
The adult's habits, opinions and meals are fixed; eternal truths may be shot at him or thrust into him, but he "holds the same opinion still." But the child's mind is plastic. The impressions it receives it will retain, and if they are economically sound, it will grow into an adult with altruistic principles holding due prominence. So we must start with the child in the home, the child in the street, the child in the school. This is where reform must begin.

## Importance Road Maintenance And Repair Is Now Problem

Washington, D. C., July 27.—There is no phase of the road problem more important than that of maintenance. The general impression that there are certain types of roads that are permanent is erroneous. No permanent road has ever been constructed or ever will be, according to the road specialists of the United States Department of Agriculture. The only thing about a road that may be considered permanent are the grading, culverts, and bridges. Roads constructed by the most skillful highway engineer will soon be destroyed by the traffic, frost, road, and wind, unless they are properly maintained. But the life of these roads as a whole is a function of systematic maintenance. A poor road will not only be improved by proper maintenance but may become better in time than a good road without it.

The first and last commandment in earth road maintenance is to keep the surface well drained. To insure good drainage the ditches should be kept open, all obstructions removed and a smooth crown maintained. Except for very stony soil the road machine or scraper may be used very effectively for this work. The machine should be used once or twice a year and the work should be done when the soil is damp so that it will pack and bake into a hard crust. Wide and shallow side ditches should be maintained with sufficient fall and capacity to dispose of surface water. These ditches can in most places be constructed and repaired with a road machine.

All vegetable matter such as sods and weeds should be kept out of the road as they make a spongy surface which retains moisture. Clods are also objectionable for they soon turn to dust or mud and for that reason roads should never be worked when dry or hard. Boulders or loose stones are equally objectionable if a smooth surface is to be secured.

A splitlog drag or some similar device is very useful in maintaining the surface after suitable ditches and cross section have once been secured. This drag can also be used to advantage on a gravel road as well as on an earth road. The principle involved in dragging is that clays and most heavy soils will puddle when wet and set very hard when dry. The little attention that the earth road needs must be given promptly and at the proper time if the best results are to be obtained.

In dragging roads only a small amount of earth is moved, just enough to fill the ruts and depressions with a thin layer of plastic clay or earth which packs very hard so that the next rain instead of finding ruts, depressions and clods in which to collect runs off leaving the surface but little affected.

The drag should be light and should be drawn over the road at an angle of about 45 degrees. The driver should ride on the drag and should not drive faster than a walk. One round trip, each trip straddling a wheel track, is usually sufficient to fill the ruts and smooth the surface. If necessary the road should be dragged after every bad spell of weather, when the soil is in proper condition to puddle well and still not adhere to the drag. If the road is very bad it may be dragged when very wet and again when it begins to dry out. A few trips over the road will give the operator an idea as to the best time to drag. Drag at all seasons but do not drag a dry road.

The slope or crown of an earth road should be about one inch to the foot. If the crown becomes too high it may be reduced by dragging toward the ditch instead of from it. If the drag cuts too much, shorten the hitch and change your position on the drag. If it is necessary to protect the face of the drag with a strip of iron, it should be placed flush with the edge of the drag and not projecting. A cutting edge should be avoided as the main object in dragging is to smear the damp soil into position.

HAVE RETURNED HOME.  
Mr. and Mrs. E. N. Leggett have returned from an extended visit to New York, Coney Island, Atlantic City, Philadelphia, Washington, D. C. and Richmond, Va. While North Mr. Leggett purchased his fall and winter goods.

AUTO PARTY.  
Messrs. W. B. Wood, J. G. Grady, W. C. Moore, J. F. Roseman and L. E. Isler, of Kinston, N. C., motored to Washington yesterday. They enjoyed their trip.

Let's build in Washington Park.