

**DAILY NEWS**  
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All articles sent to the Daily News for publication must be signed by the writer, otherwise they will not be published.

**TUESDAY, SEPTEMBER 8, 1914.**

**ROAD BUILDING**

**ROADS AS CROP PRODUCERS**

Government Studies Show How Agricultural Outlook of Country Depends Upon Its Highways.

That an improved road will increase vastly the productivity of the area through which it runs has now been satisfactorily demonstrated by studies conducted by the United States department of agriculture in Virginia. Conditions in Spotsylvania county were investigated with particular care, and the results have proved surprising. In 1909 the county voted \$100,000 to improve 40 miles of roads. Two years after the completion of this work the railroad took away in 12 months from Fredericksburg, the county seat, 71,000 tons of agricultural and forest products hauled over the highways to that town. Before the improvement of the roads this total was only 49,000 tons annually; in other words the quantity of the county's produce had risen more than 45 per cent. Still more interesting, however, is the increase shown in the quantity of the dairy products. In 1909 these amounted to 114,815 pounds, in 1911 to 275,028 pounds, an increase of practically 140 per cent in two years. In the same time shipments of wheat had increased 59 per cent, tobacco 31 per cent and lumber and other forest products 48 per cent.

In addition to this increase in quantity the cost of hauling each ton of produce was materially reduced. In other words the farmers not only produce more but produce more cheaply, for the cost of transportation to market is, of course, an important factor in the cost of production. From this point of view it is estimated that the \$100,000 spent in improving the roads in Spotsylvania county saved the farmers of that county \$41,000 a year.

In the past two years the traffic studies of the federal experts show that approximately an average of 66,000 tons of outgoing products were hauled over the improved roads in the county, an average distance of eight miles, or a total of 529,000 "ton-miles." Before the roads were improved it was estimated that the average cost of hauling was 20 cents a "ton-mile," after the improvement this

fell to 12 cents a "ton-mile," or a saving of eight cents. A saving of eight cents per mile on 529,000 "ton-miles" is \$41,000 a year. The county's investment of \$100,000, in other words, returns a dividend of 40 per cent annually.

Because this saving, in cases of this character, does not take the form of cash put directly into the farmers' pockets, there is a widespread tendency to believe that it is fictitious profit, while as a matter of fact it is just as well a source of profit as the increase in the price of wheat.

In Dinwiddie county, Virginia, for example, where peanuts is one of the staple crops, the average load for two mules on a main road was about one thousand pounds before the road was improved. After its improvement the average load was found to be 2,000 pounds, and the time consumed in hauling the larger load to market was much reduced. In other words, one man with a wagon and two mules could do more than twice as much work with the improved road than with an unimproved road. This is the explanation of the extraordinary rise in the total output of agricultural products in a county with a good road system.

**Bad Roads Excepted.**  
 There is an excuse for everything except bad roads.

**Roads and the Schools.**  
 Improved roads make it possible to consolidate or centralize schools, and to establish graded schools in the rural districts. Such schools, centrally located, will accommodate all of the children within a radius of from four to five miles.

**New Road Machine.**  
 In a new road-making machine the asphalt is heated as it is being mixed by flames from the fire box of the boiler, blown into the mixing drum by a powerful blast.

**FOR SALE.**  
 My farm four miles from Washington on Pinetown road; 15 acres orchard, 21 acres wood, fine grape orchard, Mash and Supperhous; good dwelling and out houses. Land suitable for any kind of crop, especially tobacco. A bargain for the quick buyer. Address:  
**D. G. LATHAM,**  
 Washington, N. C., R. F. D. No. 2, Box 8.

**ADMINISTRATOR'S NOTICE**

Notice is hereby given that the undersigned has this day qualified as administrator of the late Mary L. Cooper. This is to notify all persons holding claims against the said estate to present the same to me, duly verified, within one year from the date of this notice, or this notice will be pleaded in bar of their recovery. All persons indebted to the said estate will please make immediate payment.

**This August 27th, 1914.**  
**W. M. COOPER,**  
 Administrator.

**GOOD ROADS**

**IMPORTANCE OF ROAD REPAIR**

Impression That There Are Certain Types of Highways That Are Permanent is Erroneous.

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 things about a road that may be considered permanent are the grading, culverts and bridges. Roads constructed by the most skillful highway engineers will soon be destroyed by the traffic, frost, rain and wind, unless they are properly maintained. But the life of these roads may be prolonged by 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.

**MAKING A SPLIT-LOG DRAG**

Every Farmer Should Possess One of These Implements for Use on Roads After a Rainfall.

The halves of the drag should be framed together by wooden braces so that the split surfaces of the log shall be in front. The face of the drag should lie at an angle of 45 degrees with the lines of the road, thus drawing the earth toward the center. The year log should follow in the track of the first. Drags should be used after rains, or continued wet weather to smooth the earth's surface and prevent ruts from forming to hold water.



Split-Log Drag.

**GRAVEL TO SURFACE ROADS**

With Good Material and a Little Attention Highways Should Last for Several Years.

(By E. B. HOUSE, Colorado Experiment Station.)

There has been much agitation during the past year concerning the surfacing of our principal roads and as in many parts of the state we find deposits of gravel it seems that this is the material which may be economically used. A few words concerning the construction of these roads may not be out of place.

First of all the construction should be such that the gravel is confined and held in position on the road. This is accomplished by so grading the earth foundation that shoulders are formed at the sides. The earth forming the shoulders should be well compact and solid, otherwise they will fall in the function required of them. Loose earth thrown up from the ditch at the sides of the road will not answer the purpose unless moistened and rolled with a seven or ten-ton roller.

The whole surface of the earth foundation should be graded to the required form and compact with the roller and the gravel then spread in a layer about four inches thick, in the center and two and one-half inches at the side. Enough sand or loam is then added to make the gravel "bind" well, this is mixed with the gravel with a harrow and the layer is then sprinkled and rolled until solid. Another layer of gravel is then spread over the first and treated in the same way. The result is a graded surface 15 feet wide and six inches thick at the center and three and one-half inches thick at the sides, and if the gravel is of a good quality this road with a little attention should last for years.

**Why a Country Road Unit.**  
 A stretch of road of the utmost importance to a locality may be of little concern to a particular township involved (the people using another road), and hence there is no opportunity to have the entire stretch of the road improved as it should be. And we conclude that no system of roads that will answer present needs can be built under township units, because they are too small to carry on the work. Moreover, the cost would fall wholly on the township, whereas the center toward which the road goes is as much benefited, but may be in a different township. County control of the main roads would be better; the law could let each county vote for or against county control.—A. N.

**A Land of Beauty.**  
 Maryland appropriates \$4,000,000 for road improvements, a part of which must be spent for planting trees along the highways. Maryland is naturally a land of beauty; with good roads her rural districts will be doubly attractive.

**Italian Regulations.**  
 Italy is drafting and will enforce a series of regulations covering the width of wheel rims to be allowed on highways.

**A Fellow Has To.**  
 A good many bromidiots constantly urge young men to stand on their own feet. It has been our experience that when we began standing on anyone else's feet the fellow owning the other feet mentioned it; to us almost immediately.

**Thought for the Day.**  
 He was one of those men, moreover, who possess almost every gift except the gift of the power to use them.—Kingsley.

**ROADS**

**ROADS**

Children Cry for Fletcher's CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

**What is CASTORIA**

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, gives healthy and natural sleep. The Children's Panacea—The Mother's Friend.

**GENUINE CASTORIA ALWAYS**

Bears the Signature of

*Chas. H. Fletcher*

**In Use For Over 30 Years**

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THE CENTAUR COMPANY, NEW YORK CITY.

**DIZZY? BILIOUS? CONSTIPATED?**

Dr. King's New Life Pills will cure you, cause a healthy flow of Bile and rid your Stomach and Bowels of waste and fermenting body poisons. They are a Tonic to your Stomach and Liver and tone the general system. First dose will cure you of that depressed, dizzy, bilious and constipated condition. 25c, all druggists.—Adv.

**NOTICE OF SALE.**

Under and by virtue of a decree of the Superior Court of Beaufort county, North Carolina, in a special proceeding therein pending, entitled Clarence Latham, administrator of W. M. Davis, et al., vs. Wellington Bell and wife, Ella Bell et al., the undersigned will, on the 5th day of October, '14, at 12 o'clock, noon, sell for cash, to the highest bidder, before the courthouse door of Beaufort county, North Carolina, the following described real estate, viz:

Two tracts of land, situated in the State of North Carolina, county of Beaufort, and in Pantego township, adjoining each other, and fully described in two deeds, one from Henry Hodges and wife to W. M. Davis, registered in Beaufort county, North Carolina, in Book 52, pages 274 and 275; and the other in a deed from A. Carter to William M. Davis, registered in Book 54, page 567, Register's office of said county. Excepting from the said lands the part conveyed out of same by W. M. Davis, two conveyances, containing about fifteen acres, one of said deeds being to Ella Bell and one to Willie Bell, as will appear from records in the Register's office aforesaid.

Said land will be sold subject to the confirmation of the court.

This August 27, 1914.

**CLARENCE LATHAM,**  
 Administrator of W. M. Davis, Deceased.

**W. M. BOND, TOOLEY & McMULLAN,**  
 8-27-14-w.c.  
 Attorneys.

**Rheumatism Pains Stopped.**

The first application of Sloan's Liniment goes right to the painted part—it penetrates without rubbing—it stops the Rheumatic Pains around the joints and gives relief and comfort. Don't suffer! Get a bottle today! It is a family medicine for all pains, hurts, bruises, cuts, sore throat, neuralgia and chest pains. Prevents infection. Mr. Chas. H. Wentworth, California, writes: "It did wonders for my Rheumatism, pain is gone as soon as I apply it. I recommended it to my friends as the best Liniment I ever used." Guaranteed. 25c, at your druggist.—Adv.

**BEAUFORT, N. C.—THE FISHERMAN'S PARADISE**

Spanish Mackerel—Blue Fish, Trout, plenty of boats; Charges moderate. Comfortable hotels and cottages. Extremely low season, week-end Sunday excursion fares via Norfolk Southern Railroad. Ask ticket agents for time tables and fares, or write W. E. PORCH, Beaufort, N. C.

**W. H. LEARD, G. P. A.,**  
 Norfolk, Va.

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 P-31-5-wc Raleigh, N. C.

**CHICHESTER'S PILLS**

When pained as to what to secure for your next meal try some Electric Ground Hamburger. Call and see the Machine. Best equipped butcher business in Eastern Carolina.

**Central Market**

G. T. Mayo, Manager  
 Has Just Installed a Sanitary Hobart Machine.

**Heaven's Mercies Many.**

So thick do Heaven's mercies fly that the arrow of prayer can never be shot right without bringing down some blessing. If it bring not that which we seek it shall bring us that which we need.—Mark Gay Pearson.

**On His Way.**

"Why doesn't that deacon come when I call him? The idea of coming on me." "He's coming as fast as he can," said the man's wife. "He's got his front legs started."—Washington Herald.

**CHICHESTER'S PILLS**

THE GREAT URINARY BRANDED PILLS FOR ALL URINARY AFFECTIONS. They are sold by all druggists and are guaranteed to cure all cases of Urinary Affections. They are sold by all druggists and are guaranteed to cure all cases of Urinary Affections.

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- ANNOUNCEMENT.**  
 DR. H. W. CARTER announces that spectacles and eyeglasses, made to order according to his prescription and guaranteed to be entirely satisfactory, are furnished free of additional cost to all patients who pay his regular fee of ten dollars for the examination of their eyes.
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