ibers desiring the paper dis-d will please notify this of-late of expiration, otherwise a continued at regular sub-rates until notice to

If you do not get the Dally News compily telephone or write the amager, and the complaint will re-eive immediate attention. It is our entre to please you.

All articles sont to the Daily News or publication must be signed by as writer, otherwise they will no

BESDAY, SEPTEMBER 8, 1914.

UNDERPAID

Following a meeting of the com ittee on railway mail pay, held to discuss the report submitted to Congress by the joint congressional committee on railway mail pay, Mr Ralph Peters, chairman of the committee representing 218 principal railroads of the country, authorizes the following statement:

"It is most gratifying that the joint congressional committee fully and unanimodaly sustains our main contention that the railroads are now materially underpaid for carrying the mails.

'The committee proposes a plan of payment which will give the railroads an increase of \$3,000,000 a year, and completely supports the companies in the other leading principles which they have urged,

"That the railroads are entitled to a fair commercial profit for carry-ing the mails; that apartments in cars fitted up as traveling postoffices should be paid for; that the rail-foads should be paid for the terminal messenger service they now perform, and that the system of weighing the mails only once in four years is unjust and unbusiness-like.

"While the congressional com mittee does not see eye-to-eye with the railroads as to the total compensation due to the companies for their mail service, the railroad committee has expressed its willingness committee upon this main question

"We firmly believe that the con gressional committee has canvasse whole subject most carefully and that its findings of fact embod the sound judgment of an unusually able and impartial committee

"The specific plan proposed by the Bourne committee for hereafter meeting the underpayment due the companies is open to question. The feeling of the railroad managers fs that the present system of payment, based on the weight of the it is carried, is scientific, and, that if fairly administered, it should b satisfactory. It actually measure and provides payment for the actua service performed. The propose plan does not.

That, matter. The Bourne committee has established the doctrine that the railroads should be compensated on commercial basis for the services they render. The railroad commit tee is not prepared to co-operat with Congress in establishing detailed standards of payment while should place this purely commercial relation of the government and the railways upon a sound business

Universal Love of Novel.

Novels are sweet. All people with
healthy literary appetites love themalmost all women; a vast number of
clear, hard-headed men, judges, bishops, chancellors, mathematicians, are
notorious novel readers, as well as
young boys and sweet girls, and their
kind, tender mothers.—William Makepeace Thackeray.

Mr. Wayhor trares Something.
Mr. Wayhor the yew the waiter?
Waiter—'Yes, suh,' Mr. Vayback—'Dew yew know, I've been a sonderin' all along why they called these places shop houses, I know now 'Vill you please brigg me an as?' I we wint this = --!

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 es tate 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 pay-

This August 27th, 1934. Administrator.

ROADS AS CROP PRODUCERS

That an improved read will in stly the productiveness of the a rough which it runs has now b 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 surgeising. In 1909 the county voted \$100,000 to improve 40 miles of roads. Two years after the completion of this work the after the completion of this work the railroad took away in 12 months from Fredericksburs. 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 273,028 pounds, an increase of practically 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

Icts 48 per cent.

In addition to this increase in quan-Is 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 farmer. in Spotsylvania county saved the farmers of that county \$41,000 a year.

ers 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 85,000 tons of outgoing products were hauled over the improved roads in the county, an average distance of eight miles, or a total of 520,0000 "ton-miles." Before the roads were improved it was estimated that the average cost of hauling was 20 cents a age cost of hauling was 20 cents a "top-mile;" after the improvement this



A Pike in Eastern lowa

fell to 12 cents a "ton-mile." or a ing of eight cents a ton-mue, or a may-ing of eight cents. A sawing of eight cents per mile on 520,000 "ton;miles" is \$41,000 a year. The county's in-vestment of \$100,000, in other words, returns a dividend of 40 per cent an-

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 ten-dency to believe that it is fictitious ency to believe that it is not it is rout, while as a matter of fact it is just as well a source of profit as the ncrease in the price of wheat.

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 lauch work with the improved road that. work with the improved road that with an unimproved road. This is This is the explanation of the extraordinary rise in the total output of agricul-tural products in a county with a good

Bad Roads Excepted. There is an except bad roads.

Roads and the Schools.

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 rather of the control of the co children within a radius of from four to five miles.

New Road Machine

In a new road-making machine the rephalt is heated as it is being mixed by finnes from the fire box of the boller, blown into the mixing drum by a powerful blast.

FOR SALE.

My farm four miles from Washing-ton on Pinetown road; 15 acres clear, 21 acres wood, fine grape orchard, Mish and Scuppernong; good dwelling and out houses. Land dwelling and out houses. Land suitable for any kind of crop, especially tobacco. A bargain for the quick buyer. Address

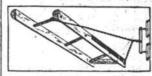
D. G. LATHAM, Washington, N. C., R. F. D. No. 2,



MAKING A SPLIT-LOG DRAG

Every Farmer Should Possess These Implements for Use 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 sagle of 45 degrees with the lines of the road, thus drawing the earth toward the center. The rear 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. ent ruts from forming to hold water.



Split-Log Drag.

The drag not only smooths the road but crowns it and puddles the mud so that it is hard, when dry.

These drags have been used, with uddles the mud

great success on clay or water holding soils. Many stretches of black gumbo roads in the West are maintained by the use of this implement alone.

Every farmer should own one, and after a rain he should spend a few hours on the road adjacent to his farm. If there are many depressions to fill, the drag should be used when the road is wet. he road is wet.

After it has been used long enough

to make the road fairly am drag gives the best results if when the earth begins to dry.

GRAVEL TO SURFACE ROADS

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

(By E. B. HOUSE, Colorado Expertm

There has been much agitation dur-ing the past year concerning the sur-facing of our principal roads and as in many parts of the state we find defacing of our principal roads and as in many parts of the state we find de-posits of gravel it seems that this is the material which may be economicalconstruction of these roads may be out of place.

First of all the construction should First of all the construction should to fill the ruts and depressions of 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 felt in the solid otherwise they will felt in the solid. solid, otherwise they will fail in the function required of them. Loose earth thrown up from the ditch at the side of the road will not answer the pur-

The whole surface of the The whole surface of the earth foun-tion 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 enchalf inches at the side. Enough sand or loam is then added to make the gravel "blud" well, this is mixed with the gravel with a ha.row and the layer is then spread over the first and treated in the same way. The result is a graveled surface 15 feet wide and six inches thick at the center and three form and compact with the roller and make the gravel "blud" 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 graveled 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.

A stretch of road of the utmost in A stretch of road of the utmost im-portance to a locality may be of little concern to a particular township in-volved (the people using another road), and hence there is no oppor-tunity to have the entire stretch of the road improved as it should be And we conclude that ne system of roads that will answer prosent needs can be built under township units be-can be built under township units becan be built under township units, be cause they are too small to carry or the work. Moreover, the cost wou fall wholly on the township, where Moreover, the cost would the center toward which the road is as much benefited, but may be in 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

rural districts will be doubly attra

Italian Regulations

Italy is drafting and will enforce a series of regulations covering the width of wheel rims to be allowed on

A Fellow Has To.

A good many brom'diots constantly
urge young men to stand on their own
feet. It has been our experience shat
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.



IMPORTANCE OF ROAD REPAIR Appreciation That There Are Corta Types of Highways That Are Par-manent is Egroreous.

There is no phase of the read prob-lem more important than that of main-tenance. The general impression that there are certain typics of reads that are permanent is erroneous. No per-manent road has ever been construc-ed or ever will be, according to the road specialists of the United States department of agriculture. The only things about a read that may be con-sidered permanent are the grading, culverts and bridges. Reads construc-ed by the most skillful highway sing-neers will soon be destroyed by the traffic, freet, rain and wind, unless they are properly maintained. But the they are properly maintained. life of these roads may be pr by systematic maintenance. A por road will not only be improved a proper maintenance, but may become better in time than a good road with

out 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 mooth crown maintained. Except for very stony soil the road machi for this work. The machine should be used once or twice a year and the work should be done when the soil i 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 voscable matter such as soils.

All vegetable matter such as sod and weeds should be kept out of the and weeds should be kept out or an road as they make a spongy surface which rotains moisture. Clods are also objectionable for they seon turn to dust or mud and for that reason roads should never be worked when 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 split-log drag or some similar device is very useful in maintaining the surface after suitable, ditable, and

surface after suitable ditches and cross sections have once been secured This drag can also be used to advan tage on a gravel road as well as on a earth road. The principle involved in the past year concerning the sur-nag of our principal roads and as any parts of the state we find de-ts of gravel it seems that this is material which may be economical-is material which may be economical-bet of the state was find de-ts and the state was find de-ts and

In dragging roads only a small amount of earth is moved, just enough to fill the ruts and depressions with a which packs very hard so that the next rain instead of finding ruts, de pressions and clods in which to collect runs off loaving the surface but littl

The drag should be light and sh be drawn over the road at an angle of about forty-five 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 ne sary the road should be dragged after

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 rag 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.

The average roadway is crowned to Sixteen feet, in these days of autos and auto trucks, is none much, and where travel is heavy

Use of Silp-Log Drag. to permanent road buildin to permanent mes a systematic and intellig of the slip-log drag

Roads Should Be Crooked,

od roads in the future sh built on the sig-sag plan for the avoid-ance of hills and steep grades, the federal office of good roads announced recently in declaring that the lives of horses and automobiles could be lengthened thereby and the cost of having reduced materially. The ex-perts contend that "the longest way around often may be the shortest and most economical way home," and de-cry the natural tendency to build straight roads whenever they must built on the zig-zag plan for the straight roads whenever they breast heavy grades.

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

"Why doesn't that dachshund when I call him? The ides of ing on me." "He's coming as ta he can," said the man's wife. got his front legs started." Was ton Herald.

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NOTICE OF SALE.

Under and by virtue of a decree o the Superior Court of Besufort 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 undersianed will, on the 5th day of October, '914, at 12 o'clock, noon sell for cash, to the highest bidder before the Courthouse door of Bear fort county, North Carolina, the following described real estate, viz:

Two tracts of land, situated in th State of North Carolina, county of Beaufort, and in Pantego township adjoining each other, and fully described in two deeds, one from Henry egistered 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, regis tered in Book 54, page 567, Regis ter'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 te Ella Bell and one to Willie Bell, as will appear from records in the Reg ister's office aforesaid.

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

This August 27, 1914. CLARENCE LATHAM. Administrator of W. M. Davis, De

ceased. W. M. BOND, TOOLY & McMULLAN. 8-27-4 w.c. Attorneys.

The first application of Sloan's LLiniment goes right to the painted part—it penetrates without rub-bing—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. 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.

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Beaufort, N. C. H. S. LEARD, G. P. A. Norfolk, Va. J. F. MITCHELL, T. P. A., 9-31-3wo Raleigh, N. C.

CHICHESTER'S PILLS

Mentally Cramped.

People who have their attention oternally fixed on one object can's help being a little narrow in their notions.—Foots.

Quite Mechanical.

"Yes," said Mrs. Twickenbury, "m
faughter has published several poems
but all of them autonomously."—Chris

NOTICE.

North Carolina-Beaufort County. In the Superior Court, October Term, 1914. Frances Gardiner against

The defendant above mentione will take notice that an action en titled as above has been commenced in the Superior Court of Beautor ounty by the plaintiff to secure an absolute divorce from the defendan on statutory grounds, which will more fully appear from the complaint filed in this action; and said de-fendant will further take notice that he is required to appear at the nex county, to be held on the 4th Mon day after the first Monday in Sep tember, to-wit: the 5th of October 1914, at the courthouse of said county in Washington, N. C., and answer or demur to the complaint in said action or the plaintiff will apply to the court for the relief de manded in said complaint.

This 20th day of August, 1914. GEO. A. PAUL, Clerk of the Superior Court.

G. A. PHILLIPS & BEO. FIRE INSURANCE.

WASHINGTON, M. C.

John H Small. A D MacLes en C. Bragaw, W. B. SMALL MACLEAN BRAGAW

& BODMAY. Attorneys-at- | AW. Washington, North Carolina.

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EDWARD L. STEWART.

. GRO. J. STUDDERT, Attorney-at-Law, Market Street,

HARRY MOMULIAN, Attorney at Law,
Dr. Rodman Bidg., E. Main St.
Washington, North Oaroline.

E. A. Daniel, Jr. 3, S. Manning L. O. Warren, W. W. Kitchin DANIEL & WARREN, MAN-NING & KITCHIN, Attorneys-at-Law, Fractions in the Superior, Feder-al and Supreme Courts of this State.

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W. A. Bhampson,
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McLEAF & THOMPSON,
Assumption Law,
Co.