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If you do not go, the Daily News promptly telephone or write the manager, and the complaint will re-serve immediate attention. It is our desire to please you.

All articles sent to the Dally New publication must be signed by a writer, otherwise they will not published.

WEDNESDAY, SEPT. 23, 1914.

WAS AS IT IS.

It is difficult for any stay-at-home civilian to picture to himself the reality of warfare. Here, however, is a word picture of a modern battle so vivid that any reader can imagine himself in the narrator's place. It is from the diary of a German officer, printed in the Weser Zeutung, and describes a day's fighting in the Belgian campaign:

"We hear that our baggage has been attacked. One company turns back. Now the village has been burned down; all the people shot We turn off behind a wood. Four regiments lay down their knapeacks and "iron rations" are taken out. We form in ranks for the charge.

"Shells whiz past, but without aim. We gallop past our own ar-tillery, stuck holplessly in the mud up to the stomach. Now we are directly in front of the firing line of the forcts. There is wild clamoring Friend and enemy look alike.

"I am lying before a barricade o trees and barbed wire, with my comrade, Lieut. G., on my right and the captain on my left. Shells ex-plode all around. Everywhere is the infernal noise of musketry fire. The air is hot. A few yards shead to better cover. I nudge Lieut. G. and ask, 'Shall we go forward?' No answer-he is dead.

"The captain jumps to his feet and falls back. He is shot in the breast. I raise my arm, my company responds to my command. I rush for A terrible blow throws me back three feet. I have received a shell in the left thigh. The pain is terrible. Before me an officer calls out my name, holds out his hand, and then falls back-dead. In front of me there is a flag, and I try to crawl up to it. The bearer is dead.

"A second shot strikes me in the left arm, a third in the right arm. I bite the earth with pain. Our mer advance. I lie in one place twelve hours. A doctor comes with band-ages. I am carried away. Shivering with fever, I meet our regiment losses are terrible. I am taken to a field hospital. There are others who have to suffer even greater pain than I; that makes me keer

"I have lost everything. The clothes I wore were so soaked with blood that they were burned. A Russian brought me some underwear, and a sympathetic little woman is washing and mending a uniform for me."

That is war. That soldier is one of 15,000,000 now engaged in the same line of business-suffering agony, and inflicting agony jon others. And yet men march gally forth to war, and prate of its glories" and "triumphs."

A KIND WORD FOR THE COM-MERCE COMMISSION.

It used to be the proper thing to praise the Interstate Commerce Commission. That non-partisan had assumed a function new in our government-the federal supervision of transportation—and was credited generally with having brought within a few years, to a place of importance and honor inviting comparison with the supremcourt of the United States.

Lately there has deevloped a tendency to "knock" the commission Its work is belittled and its efficiency questioned. This is unfortunate and unfair. The commission is probably just as strong as it ever was, and certainly just as industrious and conscientious. Indeed, the recent fire of criticism has been due to an excess of these very virtues. members worked so hard and so long to determine just what rates the railroads were entitled to, that busipess languished while the country waited for a decision.

With the foundation work of ratefixing thoroughly done, it should be easy to astablish just rates hereafte on short notice. A little more speed, a quicker response to business The members show a disposition to be reasonable and fair, as well as prompt, in the granting of such ad-ditional freight rates as the railcade now need for profitable operation, and with this vexed matter once adjusted there should be little nore cause for complaint.

STEAM NAVY NOW IS LITTLE OVER 100 YEARS OLD

Strange Craft Which Was Forerunner of Dreadnaught.

FULTON'S ORIGINAL WARSHIP

Vessel With Twin Hulls and One Pad-dle Wheel Made Four Miles an Hour In Fair Weather— Rotted In Navy Yard.

Philadelphia.—Just a little more than one hundred years ago the steam navy of the United States had its material beginning. On that day, June 20, 1814, for the same reason, the steam navies of the entire world had steam navies of the entire world had their origin. Such is our debt to the mechanical genius of Robert Fulton, who planned and built the epoch-mak-ing craft, the Demologos, a writer in the Philadelphia-Induirer says. Of course, as all of as know, steam navigation was not a bevelty in 1814, but the vessels so propelled were craft of peace and limited their routes to the protected waters of rivers. Ful-

but the vessels so propelled were crait of peace and limited their routes to the protected waters of rivers. Ful-ton's Demologos was designed to with-stand the heaviest blows that the bigstand the heaviest blows that the biggest fighting ship aflost could bring to
bear, and, at the same time, the craft
was to navigate the open sea without
drawing her motive power from the
free winds of the heavens. Remember,
we were then in the throes of our
war with England, and it was Fulton's
desire to build a ship that would be
able to make our harbors unassailable while having the power to destroy
whole squadrons of the foe. Rather an
ambitious scheme, no doubt, but something that might have been proved entirely practicable had the Demologos
ever had a chance to measure her ever had a chance to measure her forces against those of the foe.

Fulton's Floating Battery.

Fulton's Floating Battery.

Toward the close of 1813 Fulton laid before the president of the United States plans for a war steamer or floating battery. Strange to say, knowing how inventors are commonly treated today, his extraordinary project was favorably received, and in Masch of ed today, his extraordinary project was favorably received, and in March of the year following congress authorized the building and equipping of "one or more floating batteries for the defense of the waters of the United States." The Demologos, or, as she was afterward officially known, the Fulton, was begun on the 20th of June, 1814, by the laying of her keels at the shippard of Adam & Noah Brown in the city of New York. The craft had two keels because she really was given two hulls. Fulton used a single paddle wheel and he wanted to place this vital part of his propulsive mechanism where it could not be reached by an enemy's cannon balls.

his propulsive mechanism where it could not be reached by an enemy's cannon balls.

Notwithstanding many difficulties due to the existing war with Great Britain, the Fulton was launched on the 29th of October, 1814, and the occasion was one of national rejoicing and much local ceremony. To the average eye the body of the craft appeared bulky and unwieldy, but no less an authority than Capt. David Porter said: "I would not alter her if it were in my power to do so."

The Biggest Stamer Then Afloat.
The Fulton had a length of 150 feet.

The Biggest Stamer Then Amont.
The Fulton had a length of 150 feet,
a breadth of 56 feet and a tonnage of
2,475, and at that time was hundreds
of tons bigger than the largest steamer
of the day affoat. Difficulty was ac-

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for her armament. A goodly number of her cannon came from Philadelphia

of her cannon came from Philadelphia and in order to escape bossible cap ture by British ships 20 of these weap ons were transported overland upon the miry roads of New Jersey. They were dragged by horses.

Unfortunately, Fulton's untimety death on the 24th of February, 1815 prevented him from aseing the completion of the ship, and, too, his demiae likewise delayed her misshing However, her engines were made ready by the last of June and by a happy coincidence she was taken out appy coincidence she was taken our or a tricl run on independence day According to the old accounts, "Sl ide a trip to the ocean eastware of Sandy Hook and back again, a dis-tance of 53 miles, in eight hours and twenty minutes, without the aid of galls, the wind and tide being partly favorable and partly assisted.

ealls, the wind and tide being partly favorable and partly against her, the balance rather in her favor."

Later, on the lith of September, with all of her guns on board and carrying a considerable quantity of ammunition, the Fulton made another trial trip, during which she fired off her cannon successfully and without the slightest injury to the craft or to her machinery. It is said that her perthe slightest injury to the craft or to her machinery. It is said that her per-formance more than equaled Fulton's expectations, and that she actually ex-ceeded what he had promised the gov-ernment—that is, that she should be able to make under steam from thre

able to make under steam from three to four miles an hour.

Blew Up at Brooklyn Navy Yard.
Inasmuch as the war with England had been ended, the Fulton had no chance to show what she could do in action, and the government authorities assigned her to the Brooklyn navy yard to sarve as receiving ship for the steam. assigned her to the Brooklyn navy yard to serve as receiving ship for the sta-tion. There she lay quietly rotting away and inactive until the fateful tit of June, 1820, when the powder in her magazine—about two and a half barrels—blew up, killing 24 and wound-

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profitable in this section, the short-staple upland cotton producing a good commercial fiber, and the first planting by men knowing little of the industry producing a bale and a half per sors. Something has now been learned about trigating and planting the seed and excellent results are expected from this new industry. The growing season lasts from March to December and the cotton is uniform in staple and color. It is believed that the dryness of the sir will keep the boil weevil out of the Imperial valley.

FIND BONES OF LOST SAILOR

Thought to Be Remains of Man Cap-tured by Indian Cannibals in the Year 1791.

Vancouver, B. C.—While excavating on Brechin Point, near Nanaimo, B. C. Greave uncarthed the bones of a skele-ton which are believed to be those of a white man buried more than 190

State of North Carolins, county of Beaufort, and in Paniego township, adjoining each other, and fully described in two deeds, one from Henry Hodges and wife to W. M. Davis, egistered in Beaufort county. North Carolina, in Book 52, pages 27a and 275; and the other in a deed from A. Carter to William M. Davis, resistered in Book 54, page 567. Register's office of said county. Excepting from the raid lands the part conveyed out of asme by W. Davis, two conveyances, containing about offices acres, one of said deeds being to Elia Hell 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.

the confirmation of the court.

This August 27, 1914.

CLARENCE LATHAM.

Administrator of W. M. Davis, D.

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