

DEATH TOLL OF HURRICANE BEING REVEALED NOW

Reports Come From Remote Parts of Galveston Bay—Pathetic Scenes in Flooded City—People Thronged Public Buildings and Band Plays While Hurricane Raged—Negroes Sing "Old Time Religion" as the Water Gets Deeper and Deeper.

Houston, Tex., Aug. 19.—Verified reports tonight place the number of known dead outside of Galveston proper at 101, with 260 missing. In Galveston it is estimated that not more than twenty are dead. The property damage is vaguely estimated in the millions. There are no definite figures.

Houston, Tex., Aug. 19.—The remote points on Galveston Bay, which penetrate the mainland for fifty miles from the coast line, began to report today. At Anahuac, on this bay, five lives were lost. W. T. Miller, an engineer aboard the United States dredgeboat No. 12, confirmed its loss. All of the crew were saved. Miller, after three ribs were broken, floated down the Trinity River on a log, then rode a horse twenty-six miles until he reached rail communication with Houston and reached here this afternoon. He found three dead at Wallisville and five reported missing at Moss Point.

Edwin Carter, of Houston, was in water near LaPorte from Monday night until early Wednesday morning. He was delirious when found.

Refugees from Galveston today said that when the storm broke Monday thousands crowded into the Federal building, big office buildings and hotels. Tuesday morning a free bread line was formed in the Hotel Galvez. The band played Tuesday night to keep the people's spirits up. Thousands crowded in the Terminal railway station. The negroes on the lower floors sang "Old Time Religion." Refugees watched the fires which reddened the spray and rain over the city. No person was allowed to bring liquor into the building. One man was turned away because he refused to relinquish it.

Fires which have been raging in Galveston are reported under control. This item of damage alone has been estimated in excess of \$500,000. There is no train service out of or into the city and telegraph and telephone facilities were destroyed early Monday night and still were out of commission.

The Galveston seawall evidently withstood the storm's fury and is intact, but the causeway connecting Galveston with the mainland was washed out at each end where the concrete and earthworks connected.

SLEEPING PORCHES AND OPEN-AIR SCHOOLS

Raleigh News and Observer.

"Have you noticed how many sleeping porches are being constructed in the City of Raleigh?" asked an observing visitor in the city recently. "It's the same way all over the country and I'm glad to see it," he said. "It is wonderful to note how the attitude regarding sleeping porches, fresh air sleeping, and I might add, open air schools.

"Why, no longer than two years ago the sight of a sleeping porch in connection with any home was regarded as an open sign of tuberculosis in that home, but today it means a different thing. It means that family's ideas of health and efficiency are not the old kind. They believe that the best conservation of health is the prevention of disease and it's my opinion that dollar for dollar, the sleeping porch is the best health investment that a home can have. If it is second to any it is the bath room, but even then it has the advantage of being built and maintained cheaper than a bath room."

"It's a fact," said he, "that in a few years a house will be considered more complete without a bathroom than without its fresh air arrangements. And the same reformation that is rapidly taking place in the homes as to fresh air apartments will soon be seen in all the schools. All anaemic and abnormal children will soon be taught in open air schools, but I don't see why in this country and with this climate, every school might not be made an open-air

LIKE CURES LIKE.

Ladies Home Journal. "Now, Willy," said the mother, "you told me a falsehood. Do you know what happens to little boys who tell falsehoods?"

"No, ma'am," replied Willy, sheepishly.

"Why," continued the mother, "a big, black man with only one eye in the center of his forehead comes along and flies with him up to the moon, and makes him pick sticks for the balance of his life. Now, you will never tell a falsehood again, will you? It is awfully wicked.

Read the Business Column today.

BEYOND ARGUMENT

Man for man, the country people of Iowa are worth more than ten times as much as the country dwellers in North Carolina; on an average \$3,386 apiece against \$322 apiece.

In the main, they are livestock farmers, while we are crop farmers, for the most part—that's why!

And yet our crop producing power per acre is greater than that of Iowa. In 1914, our average crop yield was \$20.18 per acre; theirs, \$17.92; mainly because our leading crops, cotton and tobacco, are more valuable than their grains, hay and forage.

Our farm wealth is accumulated for the most part out of profits on crops; theirs, out of crops turned into animal products—hams, bacon shoulders, milk and cream, butter and cheese, poultry and eggs, livestock sales and the like.

How They Turned the Trick. They are food farmers mainly. They live at home and have food surpluses to market at steadily increasing prices.

No farm community can accumulate any great wealth buying farm supplies with cotton and tobacco money. But middle western farmers get rich in taking our cotton and tobacco money for food and feed products.

These are the hard facts, argue about them as we may. Thirty-three hundred and eighty-six dollars per person in Iowa speaks ten times louder than \$322 in North Carolina.

In 1910, Iowa produced \$127 worth of animal products, 57 pounds of butter and 44 dozen eggs per person; we produced only \$18 worth of animal products, 12 pounds of butter and 10 dozen eggs per person.

The difference between crop farming and livestock farming is the difference between thin and thick pocketbooks.

THE DARDANELLES.

Exchange.

Ancient history is vivid with the recital of valorous deeds that the Greeks and Romans performed on the Hellespont. This is a strait which is the gateway into the Marmora, or Black Sea, and to Constantinople. Today the ancient Hellespont of history is known as the Dardanelles. The Allies are making heroic efforts to silence the monster forts that guard it, so as to gain an entrance to Constantinople and Russia. This strait is about forty miles long and varies in width from 1,400 yards to five miles. On its right shore is Gallipoli, called by the ancient Thracians, Chersonese, and on its left the plains of Troy and Mount Ida, all conspicuous in ancient history. The strait is named after Darnanus, son of Zeus and Electra, in mythology, who was the ancestor of the Trojan and Roman kings. The battle of Algosopotami occurred in the Dardanelles. The people of Chrysopolis levied tolls upon ships here. In 334 B. C., Alexander sailed the Dardanelles and whipped the Persians in the battle of Granicus. Xerxes crossed it in 480 B. C. with his ships of war. In 1833 Turkey closed the Dardanelles to foreign ships under treaties, but the world did not respect them until 1841.

The treaty of Paris closed the Black Sea to war ships of all Nations. During the Franco-Prussian war Russia repudiated this treaty in the hope of getting a free pass to the ocean, and would have done so had England not stepped in and prevented her ancient hopes succeeding. And the treaty of Berlin fixed it so that Russia was barred from the straits. The Turks allow no war ship to pass the straits, and often they close the Dardanelles to all kinds of navigation.

France and England are firing away at the forts endeavoring to open a way through to aid their ally, Russia, and capture Constantinople. For centuries they have fought to close these straits to Russia. The Dardanelles shuts Russia out from the open sea, and if England manages to open it and give Russia entrance to the world, she will make a new competitor to her own commerce, for which reason she has always insisted on blowing up Russia. It seems evident that the Allies can never get through the Dardanelles unless they put an immense army on land, whip the Turks and then destroy the forts. They are trying to do this now.

To Be Remembered.

Salisbury Post. If you spend money with your neighbor he will spend money with you.

Money sent away from home, to just the extent it is sent out, curtails the expenditure at home.

Remember that the home merchant can sell you what you want, also that the home paper will direct you to the particular merchant who has the article.

The men who lead are the men who read.

THE CONFEDERATE SUBMARINE.

Pittsboro Record.

The Record recently mentioned that the first use of a submarine in war was made by the Confederates, and this item was so generally copied by the newspapers of the State that it may be of further interest to read more about this strange craft. Of course, it was a very crude sort of a boat and cannot be compared to the latest improved submarines now being used so effectively by Germany.

This Confederate submarine was named the H. L. Hunley and was constructed at Mobile and was brought from there on flat cars to Charleston for the purpose of trying to break up the blockade of that port by the Federal vessels off the harbor. It was about forty feet in length and six in diameter and shaped like a cigar. Its motive power came from seven men turning cranks attached to the propeller shaft, and when working their best the boat would make only about four miles an hour. This is in most striking contrast with the speed of the modern submarines, one of which recently made a voyage of 3,000 miles to the Dardanelles.

Several experiments or attempts to use the Hunley were unsuccessful, each time sinking and its crew of about eight men drowned, until its final trip, thirty-three men having lost their lives. These experiments being made in the harbor at Charleston, where the water was not very deep, the boat was raised each time it had sunk and its dead crew taken out. It thus seemed to be a veritable death trap or coffin, and yet a new crew was always found ready to risk their lives in it, in nowise daunted by the deaths of all who had been in it.

The last experiment with this ill-fated boat was on the night of February 17, 1864, when it attacked and sank the United States steamer Housatonic, but, while successful in blowing up and sinking that ship, itself was sunk and its crew of seven were drowned. The commander of this expedition was Lieutenant George E. Dixon, of Alabama, who with his crew, well knew the danger of the boat sinking and their being drowned, and yet they were willing to risk their lives in the ill-fated boat. The Federal ship to be attacked was the Housatonic, which was inside the harbor and about five miles from Fort Sumpter. Although it was a moonlight night and a calm sea, and although there was a vigilant watch on the Housatonic, yet the approach of the Hunley was not discovered until quite near, and then it seemed to be a plank or log floating in the water which came close alongside to the doomed ship and then shot a torpedo which struck the Housatonic on the starboard side between the main and mizzen masts and sank her almost immediately in twenty-seven feet of water. Only five of the sunken ship were drowned, the remainder (about 150 men and officers) found refuge in the rigging (which was above the water) and were soon rescued by another to the blockading ships.

Although thus successful in sinking the enemy's ship the Hunley and its brave crew sank and met a watery grave. It is supposed that the suction caused by the sinking of the Housatonic drew the Hunley into the vortex from which it could not arise. The destruction of the Federal warship greatly alarmed the naval officers in charge of the blockading fleet off Charleston, and Admiral Dalgren urged his government to provide means to destroy "these mischievous devices," as he termed the Hunley in his official report. And the Confederates were correspondingly elated and thought they had discovered the means of breaking up the blockade of their ports. But the fears of the former and the hopes of the latter were not realized, for no other ship was attacked by another submarine.

It should here be mentioned that the Confederates never attempted to destroy a merchant ship and its crew, but our submarine always attacked a warship whereon were armed men ready for battle. When the Confederate privateers and warships captured a merchant ship of the enemy they always saved the crew and passengers, if any were aboard.

As General Lee stated in his orders against plundering when marching into Pennsylvania, "We make war only on armed men, and not on non-combatants."

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The men who lead are the men who read.

ABANDONS ONE-CROP SYSTEM

Southern Farmers Are Being Taught Success—Adopt "Hay, Hogs and Hominy" Slogan.

With assurance that the South has at last heeded the "hay, hogs and hominy" slogan, abandoned the one crop system, and set about earnestly to diversify her crops, southern boards of trade and commercial and industrial organizations of all kinds are busy advising the farmers how to adjust themselves to these new conditions, says an Atlanta dispatch.

Editors, lecturers and lecturers have dinned into the ears of the farmers the idea that the South can grow as fine a quality of hay as the West. With this idea in view an investigation was recently made. The farmers asserted there was no market for the peavine hay.

The commission grain merchants were then moved on. They acknowledged that they did not care to buy peavine hay, and gave their reasons. It was not cured properly, and, in addition, possessed a fattening quality which made it unsuitable for work animals. As a result the South has now a propaganda of education on how to cure and bale hay.

A rather unique plan for improving the grade of southern cattle is being urged, and to this idea the farmers have taken readily.

The county commissioners of every county in every southern state are urged to purchase a thoroughbred sire of one of the best breeds of cattle for the free use of the farmers of the country.

Along this same line of diversification it is also proposed that every southern town have a market day.

While a complete revolution cannot be expected in one year, the decrease of nearly 50 per cent in the sale of fertilizer tags this year and the unquestionably large cut in cotton acreage show that King Cotton is tottering on his throne. The greatest fear is that a high price of cotton next year, due to the crop shortage, will plunge the southern farmer back to where he came from, to the unending field of white.

COTTON BEING BLOWN AWAY

Use of Staple in Modern Warfare is Something Enormous—Experts Give Interesting Figures.

Cotton is being blown up now at a faster rate than at any previous time in the history of the world. The use of gun-cotton in up-to-date warfare is enormous, being used largely in the high explosives; for instance, the English cordite is 37 per cent gun-cotton.

United States ordnance experts estimate that every time one of the big 15-inch guns of Uncle Sam's navy goes off there is one less bale of cotton, or 500 pounds. One discharge of the 12-inch gun consumes 300 pounds of cotton.

Those same experts figure that it requires one pound of cotton to make one pound of gun-cotton, the loss in weight being accounted for in the treating of cotton in a mixture of strong nitric and sulphuric acid. One of the estimates that 4,000,000 men on the firing line use up 40,000 bales of cotton in a week in fairly active fighting, although guesses on that score are necessarily vague.

Powder companies have been very large buyers of cotton.—Wall Street Journal.

HONESTY IN FARM PRODUCTS

Consumer Doesn't Know Individual Producers and Blames Community for the Work of One.

One of the unfortunate things about marketing is that one dishonest producer in any community will give produce emanating from that district a black eye from which it will take years to recover.

The purchaser doesn't know the individual—he knows only that the product with which he was "stung" came from a certain district, and as a result all commodities originating from there come under the same suspicion.

ENCOURAGE THE FARM BOYS

Many Do Not Get Correct Idea of Value of Properly Bred Farm Animals—Start Him Right.

There are many boys on our farms who are not having a fair opportunity to get a correct idea of the value of properly bred farm animals. Born and raised in the surroundings of the scrub animal he is not apt to develop any great enthusiasm or respect for the purebred animal.

Encourage him to secure some purebred chickens, pigs, a calf or a colt. He will learn their value and as he grows up will learn to love the farm and make a success of it.

Convenient Chick Yard.

You can make a convenient yard for chicks from old burlap sacks, if you happen to have a supply. Rip them open, sew together lengthwise and nail to strips at the top and bottom of posts sets in the ground. The fence can be made in sections that are easily taken down and packed away to use next year.

Study Elevator Methods.

There are many farmers' elevators that are owned co-operatively and successfully conducted. Farmers new to this method of marketing grain would do well by studying how these elevators are operated.

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