

LITTLE HUMAN INTEREST TALES FROM THE FRONT

ENGLAND WOULDN'T LET HERR KRUPP SEE MUCH WHILE SIGHT-SEEING.

A HEROIC CANNONEER

Yorkshireman Compares Time on the Firing Line With "Days of Horror"—Experiences of British Troopers Chased by Uhlans.

London, Oct. 10.—Herr Krupp, the noted gunmaker, was outwitted when he visited England a few months ago before the outbreak of the war. England paid the inventor great homage. They dined and wineed him to a queen's taste. In fact, dining was the principal thing he did while he was here. Not because he wanted to especially, but because that was all his English hosts would allow him to do.

Several times the gunmaker expressed a desire to see England's armament works, just a friendly desire, you know. He was showed them, between courses as it were. The English didn't give him time enough around any armament works to find out whether England was using breech-loading cannon or pop-guns. The English figured that Herr Krupp might possibly pick up some information which would please the Kaiser immensely. And so that was why they dined him and dined some more.

Antwerp, Oct. 10.—The courage of the members of the Royal Field Artillery, better known as the Field Gunners, was never better shown than a few days ago, according to one of the Twentieth Hussars.

A half battery in rather exposed position was galling the Germans by the accuracy of its aim. Finally the Germans concentrated several of their batteries on it. The result could only be one thing, as it was a David against a half dozen Goliaths. Finally all the guns were silenced but one. The men who had been manning them were lying dead and wounded, around the ground.

One man was left. He went about his work with a doggedness that bespoke determination to stick there to the end. And the end would have come soon, as the Germans, who had stopped firing for a minute were about to recommence to silence the lone gun. But an officer interposed, calling the lone gunner away. And he came away regretfully.

Sheffield, Oct. 10.—Many of the soldiers wounded in the early battles have been brought here, and they have interesting stories to tell. A big, bluff sergeant in an Irish regiment gave an account of the wanderings of 200 British soldiers for three days and three nights with a great force of Germans in hot pursuit.

"Our line in the trenches was very thin, but our shooting was accurate," he said. "Our fellows were very cool and you would have thought they were on parade by the way they laughed and joked. It was after an encounter that we got into the main body. For three days and nights we wandered about. Every time we laid down the Germans came hopping after us and we had to move. We just managed to live on apples and pears until we finally fell in with a large French cavalry force and they shared their rations with us."

London, Oct. 10.—Attention has been called to a bit of mailing tape. Soldiers at the front have no money to buy postage stamps with. Their letters are sent with the postage collect. It is argued by many soldiers that the soldiers' letters should be carried free of charge, as many of the mothers who receive letters with postage collect cannot afford it. The postoffice department officials say they cannot take of the charge although they have reduced it.

\$20,100,000 to Spain. The treaty of Paris, December 10, 1898, which terminated the Spanish-American war, provided for a money payment to Spain (for relinquishing claim to Porto Rico, Guam and Philippine Islands) of \$20,000,000, and a subsequent treaty of November 7, 1900, provided for a further payment of \$100,000 for other Philippine Islands.

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Foley's Honey and Tar Compound cuts the thick choking mucus, and clears away the phlegm. Opens up the air passages and stops the hoarse cough. The gasping, strangling fight for breath gives way to quiet breathing and peaceful sleep. Harold Berg, Mass., Mich., writes: "We give Foley's Honey and Tar to our children for croup and it always acts quickly." J. E. Hood & Co. (adv.)

NOTICE OF PROPOSED GRANT FRANCHISE.

Notice is hereby given that application was duly made to the City Council of the City of Kinston, at its regular meeting on Monday night, October 5th, 1914, for a grant of franchise or right to use certain streets in the said city of Kinston, and to that end a special ordinance was then and there introduced at the said City Council before the Board of Aldermen, proposing to make a grant of franchise, the full ordinance being hereto attached, and in words as follows:

The Board of Aldermen of the City of Kinston, North Carolina, do ordain as follows:

Section 1. That Kinston Manufacturing Co., its associates, successors and assigns hereinafter called grantees, be, and hereby are, given and granted full authority, right and franchise to locate, construct, maintain and operate tracks, switches, turnouts and appurtenances and other appliances to operate a railroad by steam, or other motive power, as a common carrier of freight and passengers, or as a switch or special track to connect with other common carriers of freight and passengers, or as a portion thereof, in, through, over, across and upon those streets of the City of Kinston hereinafter specifically mentioned, and no others, and in the manner for the term, or terms, and upon the conditions hereinafter provided, and under the regulations fully and specifically set out in this franchise.

Sec. 2. The course of said railroad track or switch showing the portions of the streets to be used is as follows:

Beginning at a point in the Atlantic Coast Line Railroad on Bright street, between Queen and Heritage streets that will make a practical railroad curve across the corner lot known as the old electric light plant, out on to Heritage street possibly, and thence south on Heritage street across Shine street as far as is necessary to make connection with Kinston Manufacturing Company and Neuse river, so as to use not to exceed 150 feet on Bright street, so running from the Atlantic Coast Line Railroad, and not to exceed 750 feet on Heritage street running across Shine street, in the manner above set out.

But it is specifically understood that the Board of Aldermen of the City of Kinston reserves the right as a board, or through a committee, to pass upon the manner in which said track or switch shall be laid to accomplish the purpose herein granted, and the grantees shall submit the actual plans, map and survey thereof for such tracks, to said Board of Aldermen, or its duly authorized committee for approval, before proceeding with the work, and the said Board of Aldermen or its committee reserves to itself and shall have the right to make amendments, changes and regulations which may be for the benefit of the City of Kinston and the public advantage.

Sec. 3. That the grantees herein may build and erect such warehouses, depots, sheds and other buildings or appliances necessary for the purpose of operating a railway system or using the rights herein granted as a switch, side track or special track, as they shall deem best, and maintain such stopping places as the business necessities of individuals or corporations in the City of Kinston may require and they shall have the right to use any sidewalk herein mentioned, and no others, with the track of the railroad, and they shall have the right to enclose any sidewalk or side walk necessary for the purpose of ingress and egress into and from said buildings and appliances herein mentioned, or to any other house or building, owned or held by the grantees, and used for the purpose of operating said railroad, or in connection therewith, or held, however, that no building shall be erected in the fire front of said city which will violate the regulations thereof, and provided further, that the right to cross the sidewalks of said city as herein set out, shall not be used to obstruct the free passage of persons along said sidewalks, and in any way endanger the travelers thereon.

Sec. 4. That the grantees herein shall, within two (2) years from the date hereof, begin the construction of the said railroad or switch, and thereafter continue said construction to completion so that within three (3)

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years from the date hereof the same shall be in actual use, either as a common carrier of passengers and freight connected with other common carriers of freight and passengers, or as a switch or side track so connected with some other common carriers of freight and passengers, and shall continually thereafter be used and operated during the existence of this franchise, and it is expressly provided that should said grantees fail to begin said construction within the said two (2) years or fail to prosecute the same, as herein required, or fail to have in operation at the expiration of three (3) years from the date hereof, railroads using said track or switch herein mentioned for some of the purposes herein set out, then and in such event, this franchise shall be forfeited. Provided the Board of Aldermen of the City of Kinston, for a good cause shown, shall have the power to extend the time for the construction, completion and operation of same, and provided further, that no forfeiture shall be declared for any failure on the part of the said grantees, due to causes beyond their control, and provided further, that should said grantees fail at any time after the expiration of said three (3) years to maintain said system for any of the purposes herein mentioned for a longer period at any one time of more than one (1) year, they shall forfeit the franchise herein granted, and the same shall be deemed abandoned, null and void, and of no effect, but it is expressly understood and provided that the time when such grantees are prevented from such operation by reasons of causes beyond their control, or legal proceedings, shall not be counted against them in calculating the time, and it is further expressly provided that upon any forfeiture or abandonment of this franchise, said grantees shall be entitled within six (6) months thereafter to remove any rails, property and implements located, erected or constructed by them hereunder, and shall leave the portions of said streets so occupied by them in as good condition as those portions of the streets adjoining same, and not occupied by them. And it is further expressly provided that the Board of Aldermen of the City of Kinston may, at any time, or from time to time, extend the time within which said forfeiture may be incurred, as in their discretion may be deemed advisable.

Sec. 5. That the said grantees are hereby empowered to make excavations, and to do such grading and such work as may be necessary to lay the tracks of said railroad upon the streets of said city herein mentioned, and for the purpose of erecting and maintaining such appliances as may be necessary for the operation of said railroad system, all said tracks and appliances to be placed and erected in such streets, and in such places, and in such manner as may be agreed upon between said grantees and the Board of Aldermen of said city, provided that said grantees shall not unnecessarily keep any section of said streets torn up or obstructed in the construction of said railroad track, or other appliances, in connection therewith with for any unreasonable length of time, provided, further, that said grantees shall repair all of said streets and sidewalks so excavated, torn up, or in any wise affected, and place the same in as good condition as they were prior to such excavation of the same. And for the faithful performance of the conditions of this section, the said grantees, their successors and assigns shall file with the clerk of the city of Kinston a good and sufficient bond in the sum of five thousand dollars (\$5,000.00) to be approved by the mayor and city attorney, which said bond shall protect said city against damages, from any negligence and carelessness on the part of said grantees, their successors and assigns in carrying into effect the provisions of this section, the said bond to be discontinued when sufficient tracks are laid and operation begin. And the said grantees, their successors and assigns shall be responsible for all damages to persons or property due by the carelessness or negligence of said grantees, their successors or assigns, on account of which judgments may be obtained against the City of Kinston or responsibility against said city.

Sec. 6. The tracks of said railroad or switch shall be so constructed and laid as not to obstruct the free flow of water across the street and down the gutters thereof, and in laying the same, the said grades shall conform to the grades of the streets herein mentioned, which they are authorized to use, as the same now or hereafter may be established, and when changes of grade are necessary, permission shall be obtained from the Board of Aldermen to make same, and in case of changes in the grade of said streets after the said tracks are laid, said grantees at their own expense, shall conform to the portion of the street occupied by them and one (1) foot on each side of the rail to the new grade, the space between the tracks and one (1) foot on each

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