

What Mr. Hughes will say when he is officially notihis nomination for President by the Republicans aday next is a matter of speculation. but the fact that he will have to say something and break the monotonous silence, which has characterized his campaigr prior to and subsequent to his nomination, is some consolation at least.

letters on its front page.

Inasmuch as there is apparently so much trouble to determine the identity of the mysterious night prowler, which entered the Chesapeake Bay a night or two ago, it would not be amiss for Uncle Sam's watch-dogs to put an "under bit" or a "crop" with a twelve-inch shell into the next such visitor in order that the identity of those foreign warships which would violate the neutrality of our waters may be determined without question.

Publisher John Park and Managing Editor Lyons of the Raleigh Times passed through Kinston Friday from the people in the flooded districts ought to feel is that heir pride is in any way affected by an appeal to North Carolina. Had they been compelled to call on New England, or the West, or even the South at large, there might have been a touch of humiliation in it; for it would have

been an appeal to comparative strangers. Dut there is a vast difference between calling on perfect strangers and calling on the neighbors round about. We all know that f Guilford had been devastated by some convulsion of nature, Wilkes would have been right on the job with all he help she could offer; naturally Guilford cannot do otherwise than come to the rescue when Wilkes is in the

hole.' "Already the silver lining of the cloud of trouble that

has settled over the mountains is beginning to appear The solidarity of the State is being emphasized with peculiar force. North Carolina is one body. It happens that it was the mountains that were struck, but the shock has run clear down to tidewater." * * *

SLAUGTERING THE INNOCENTS.

(By the United Press) its advice on road-building, the U. 3. office of good roads today discussed brick as a building material. Forty-four years ago the first brick oad in the United States was con-

lactory brick roads."

experts, "now are giving general satisfaction, when properly constructed and it is probable that their mileage

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Are Being Performed

For Thousands by the

University News Letter: "An examination of the school traffic conditions. hildren in a rural district of New York State also show-

will continue to increase rapidly."

Washington, July 29 .- Continuing

structed in Charleston, W. Va. "The experience of forty-four

years." says the U. S. Office of Good Roads, "has demonstrated that it is entirely practical to construct satis-

"These roads, "say Uncle Sam's The principal advantage of the brick

road according to the government road service are: 1. Durability under practically all

