

**GENERAL NEWS**

Federal Officers looked into a schooner that was passing up and down the river at Elizabeth City, presumably buying junk, and found a distilling outfit aboard in shape to make a run of booze.

British casualties in all theatres of military operations, published in the newspapers during the month of July total 71,832 officers and men. The officers killed, wounded or missing total 2,593, while the men number 69,329.

A delegation of negroes from New York carried to Washington a petition bearing 15,000 signatures to present to President Wilson protesting against discrimination against their race lynchings, and asking that the latter be made a federal offense.

General Michael Yassukovich of a Russian military commission, said in San Francisco a few days ago that if America would send 100,000 soldiers to Russia it would be the nucleus for a Russian army of a million men that would prove fatal to Germany.

The extent of the Congressional "franking privilege" as a burden on the mails was disclosed as an incident to a house committee's investigation of charges that postal inspectors have tampered with letters of congressmen. They sent free of postage every day seven tons of matter.

Lucius Polk McGee, of the law faculty at the State University, has been chosen to succeed Judge Thomas H. Calvert on the commission charged with the codifying of North Carolina laws. Mr. Calvert was doing the work under the direction of the legislative code commission when he was appointed Superior Court Judge.

Negro men, women and children, estimated to number 10,000 marched down Fifth avenue, New York city, in a "silent protest" parade against the race riots in East St. Louis and other sections. Except for a fife and a muffled drum corps the marchers had no music, but carried hundreds of banners inscribed with various legends of protest.

Seven years at hard labor in the United States disciplinary barracks at Fort Leavenworth is the sentence Private Otto Ludwig, Third Aero Squadron, must serve for making disrespectful remarks about President Wilson and the American flag and for threatening to desert to the Germans if sent to France. Ludwig was convicted by a court martial at Fort Sam Houston, Texas.

Not many days hence London will be able to give a concrete welcome to the American army, according to the Express, which says that a body of American troops will then march through the streets of the metropolis with banners flying and band playing. There will be several regiments in the line of procession, and the British military men are taking keen interest in the arrangements.

**SUGGEST AIR SCHEDULE FROM LONDON TO INDIA**

Lord Montagu Tells British Audience Of Proposed Route For 4,530 Mile Trip.

(London Special)  
The first time table for a seven-day aerial journey from London to India and back as recently suggested by Lord Montagu, in an address on world's air routes, was as follows:

First day—Croydon (London) depart 7 a. m., arrives at Marseilles (625 miles) 12:30, noon, depart 1:30 p. m., arrive at Naples (485 miles) 6:30 p. m.; total 1,110 miles.

Second day—Leave Naples at 7 a. m., arrive at West Coast Crete (640 miles) 12:15 noon; depart 1:15 p. m., arrive at Alexandria (485 miles) 5:45 p. m.; total 1,125 miles.

Third day—Leave Alexandria at 7 a. m., arrive at Jaf (580 miles) 12 noon, depart 1 p. m., arrive at Basrah (460 miles) 5 p. m.; total 1,040 miles.

Fourth day—Leave Basrah at 7 a. m., arrive at Bandar Abbas (575 miles) 12 noon, depart 1 p. m., arrive at Karachi (680 miles) at 6:30 p. m.; total 1,255 miles.

Total distance, 4,530 miles; actual flying time 39 hours, 15 minutes; total time on journey 83 hours 30 minutes.

On the return journey, Lord Montagu suggested that the first day's flight should carry the voyager to Gurieff, on the Caspian Sea, 1,220 miles; the second day to Tarnopol, 1,120 miles; the third day to London, 1,200 miles.

The total distance of the return journey would be 3,630 miles, the actual flying time 30 hours and 15 minutes, and the total time consumed on the return 59 hours.

**Why Children Leave School.**  
(Boston Transcript)

Of the many loose ends in public education in all countries none hangs much looser than that which leads to the premature separation of pupils from the schools. Why do children leave schools? The problem is as old as education itself and seems not to be a great deal nearer solution today than it ever was. Compulsory education laws and a steadily advancing age limit have been of value in alleviating conditions, but the nation must find and remove the underlying cause before the trouble will be corrected. Children leave school because they don't like school. Painful as it is to admit it, that is the truth of the matter. Teachers know it and parents know it, the world at large has often suspected it and the Government, through an extensive investigation just completed, proves it. All children of course do not leave school for this reason. Some leave because economic necessity forces them to go to work, others because the condition of their health will not permit confinement within a classroom, and still others because they can't seem to learn. But with the majority it is a case of not liking the teacher or not liking their studies. This is not conjecture: the conclusions are forced by the confessions of the pupils themselves. They are dissatisfied with school-work and they don't care who knows it.

What are we going to do about it? The answer naturally is to make the school curriculum more attractive. But how? For ten years we have been vitalizing the curriculum by adding about every subject which has come into anyone's mind. Shop-work and sewing have been introduced for the special benefit of the "manual-minded," and pattern-making and household economics to placate parents with utilitarian ideas. But no measurable improvement is noticed. Must we still further sugar coat the course of study? School work is much easier today than it was a generation ago, but it is not yet easy enough, apparently, to attract the modern child, who seeks to substitute play for work and who wants to learn without studying.

But it would be wholly wrong to put the entire blame on the pupil. In a good many instances he is only thinking as he was brought up to think. "I didn't go to school after I was eight years old and see how successful I am" is the attitude of altogether too many parents—an attitude which they have a perfect right to take if they will not proclaim it to their progeny. When they do that it becomes a community menace. Pupils dislike school because they are not encouraged to like it and because they are not taught to appreciate its value to the man or woman of today and tomorrow. In the new education there will be definite role for the home to play and it should not be a destructive one.

**HAS DURHAM FOUND THE SAME?**

The Answer Is Found in the Straight-forward Statement of a Durham Resident.

We have been reading week after week in the local press of Oxford citizens who have been rid of distressing kidney and bladder troubles by Doan's Kidney Pills, and we have often wondered whether the same high opinion of this medicine is to be found in our neighboring towns. This frank and earnest statement by a well-known and respected resident of Durham will set this doubt at rest.

W. M. Bouterse, Adj. of Salvation Army, 309 Roxboro St., Durham, N. C., says: "Whenever I think that my kidneys are not acting as they should I take a few doses of Doan's Kidney Pills and they always put my kidneys in good order."

Price 60c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Bouterse uses. Foster-Milburn Co., Props., Buffalo, N. Y. adv

Eight naval gunners were lost when the American tanker steamer Montano was sunk by a submarine. Sixteen members of the crew also perished.

**HANDS, ARMS, LIMBS ASLEEP**

And Was Run-Down, Weak and Nervous, Says Florida Lady. Five Bottles of Cardui Made Her Well.

Kathleen, Fla.—Mrs. Dallas Prine, of this place, says: "After the birth of my last child...I got very much run-down and weakened, so much that I could hardly do anything at all. I was so awfully nervous that I could scarcely endure the least noise. My condition was getting worse all the time..."

I knew I must have some relief or I would soon be in the bed and in a serious condition for I felt so badly and was so nervous and weak I could hardly live. My husband asked Dr. —about my taking Cardui. He said, 'It's a good medicine, and good for that trouble', so he got me 5 bottles...After about the second bottle I felt greatly improved...before taking it my limbs and hands and arms would go to sleep. After taking it, however, this poor circulation disappeared. My strength came back to me and I was soon on the road to health. After the use of about 5 bottles, I could do all my house-work and attend to my six children besides."

You can feel safe in giving Cardui a thorough trial for your troubles. It contains no harmful or habit-forming drugs, but is composed of mild, vegetable, medicinal ingredients with no bad after-effects. Thousands of women have voluntarily written, telling of the good Cardui has done them. It should help you, too. Try it. E 74

**TURNIP SEED**

All New Stock. Very Best Varieties For Salad and Turnips Both Early and Late.

ALSO CABBAGE SEED FOR LATE PLANTING

**J. G. HALL**  
Druggist and Seedsman

**The Oxford Roller Mills**

ANNOUNCE THEIR TERMS OF EXCHANGE.

On and after this date for 56 pounds of corn 48 pounds of meal; for 60 pounds of clean wheat 39 pounds of flour, 10 pounds of bran and all screenings from your wheat.

Highest market price paid for both corn and wheat delivered at the mill.

Best grade of flour and meal and fair dealings guaranteed.

Respectfully, Yours to serve,

OXFORD ROLLER MILLS.

W. A. Parham, Owner,

R. M. Averett, Miller.

**THE SOUTHERN RAILWAY COMPANY**

**An Ambition and a Record**

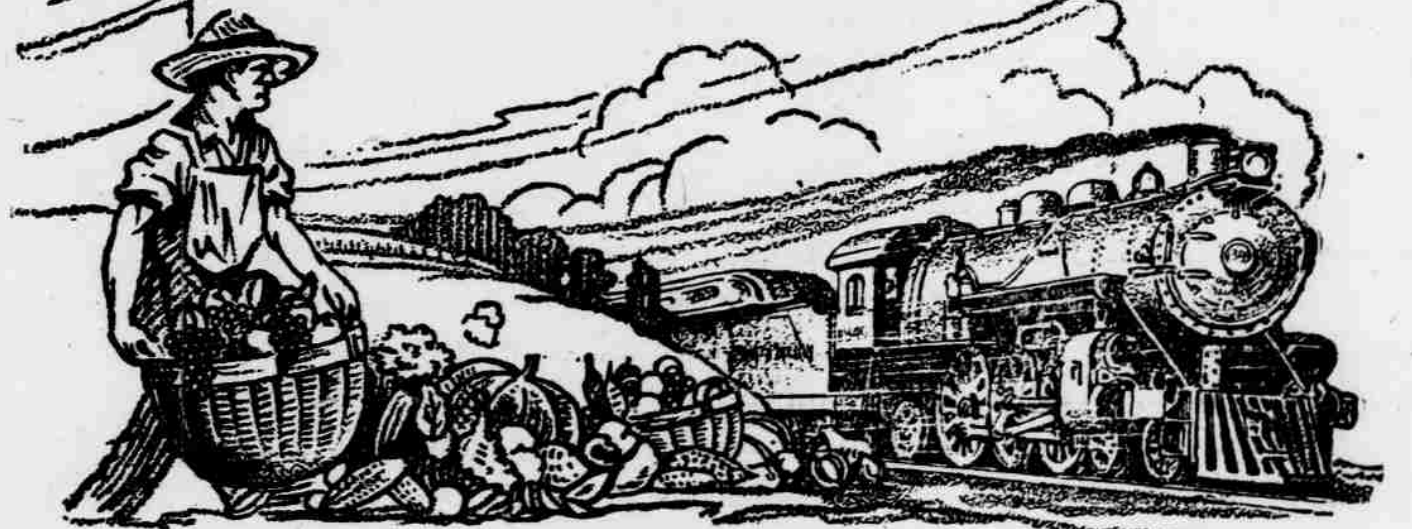
THE needs of the South are identical with the needs of the Southern Railway; the growth and success of one means the upbuilding of the other.

The Southern Railway asks no favors—no special privilege not accorded to others.

The ambition of the Southern Railway Company is to see that unity of interest that is born of co-operation between the public and the railroads; to see perfected that fair and frank policy in the management of railroads which invites the confidence of governmental agencies; to realize that liberality of treatment which will enable it to obtain the additional capital needed for the acquisition of better and enlarged facilities incident to the demand for increased and better service; and, finally—

To take its niche in the body politic of the South alongside of other great industries, with no more, but with equal liberties, equal rights and equal opportunities.

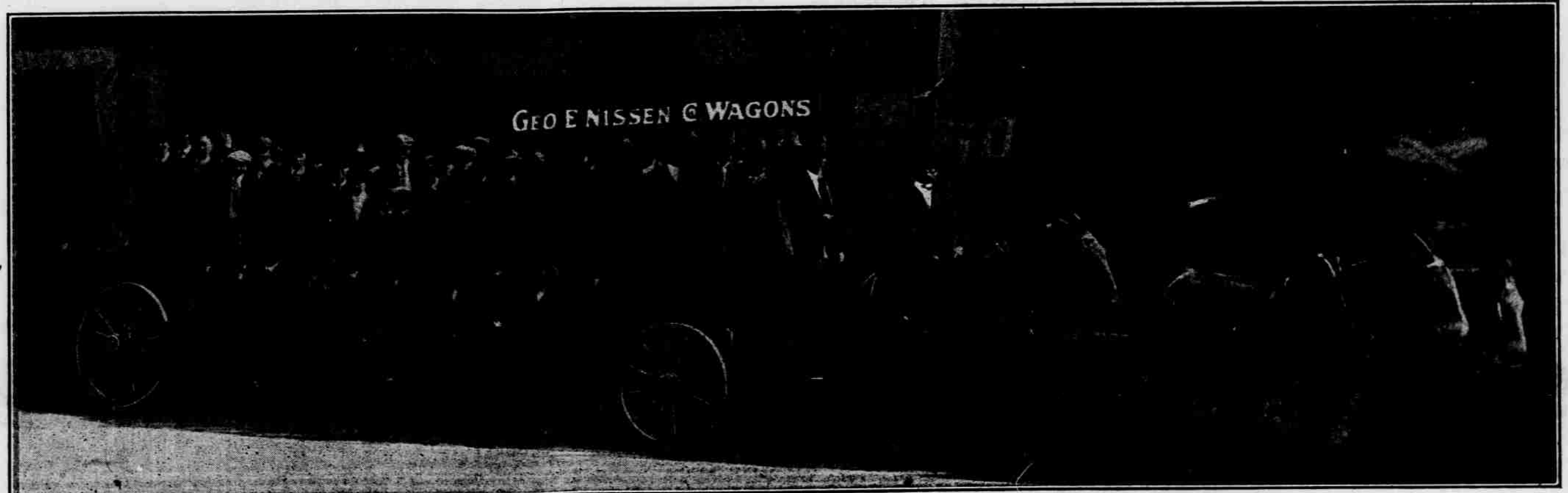
"The Southern Serves the South."



**Buy A Geo. E. Nissen Wagon**

The standard farm wagon. Sold in Granville county for the last fifty years. Some have lasted twenty-five years.

Ask The Farmer Who Has Owned A Nissen Wagon.



GEO. E. NISSEN WAGONS

SEVENTEEN TIMES ITS OWN WEIGHT—IN VERY PRECIOUS PERISHABLE FREIGHT.

After years of hard usage, a three inch "GEO. E. NISSEN WAGON" carried 77 people, weighing 11,500 pounds, and won for its owner a new Wagon offered by Horner Bros. Co., "Geo. E. Nissen" Agents at Oxford, N. C., because it carried more people to the Granville County Fair than any other wagon.

COULD YOU ASK MORE OF A WAGON?

Prices of material have advanced again. Save money by buying now.

**Horner Bros. Company**