

THE WARREN RECORD

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NATIONAL RED CROSS ACTIVITIES

Canteens Provided By Red Cross Are Indispensable To Soldiers in Trench Warfare.

The following cablegram has been received at Red Cross Headquarters from Major Grayson M.-P. Murphy, Red Cross Commissioner in France.

"Great assistance can be given the French Army by co-operating in the organization of canteens, resting and sleeping quarters for men passing to and from the front.

"At points where trains must be changed ordinary station facilities are absolutely inadequate and men returning tired and dirty from trenches wait many long hours and often over night for train connections and sleep on exposed platforms and in all available corners.

Buffets are wanted beyond any possible capacity. These men averaging several thousand at each station daily should be provided with hot food at low prices, proper sleeping and reading rooms and given facilities for washing and disinfection from disease carrying trench vermin which otherwise would be brought into homes while men returning to the front would be given additional stimulus and enthusiasm through such special attention on the part of American women, all of which tends to develop better morale as well as physique.

"Work can be and should be started immediately to provide against particular hardships of winter months.

"Remember that the disease brought from the trenches to the homes constitute a grave menace, also that long journeys in an exhausted condition deprive men of necessary power of resistance.

"We believe no work more immediately important to safeguard the homes and the soldiers and to convince the country at large that we are working with them, and earnestly recommend an appropriation for the purpose.

"The entire plan will be carried out in accordance with the views of General Pershing and the French Army. We are working in close touch with the Young Men's Christian Association who are entirely in accord with our undertaking this work in certain definite districts.

"To carry on the work, which in our judgment we should undertake, would probably require from \$100,000 to \$200,000 per month, depending upon the amount of work.

"The work will be handled at first by American women already in France. We will advise you as we need additional women, but we will organize them here."

The War Council of the Red Cross has accordingly appropriated \$700,000 for the foregoing work up to November 1, 1917.

The appointment of Colonel William L. Peel, former President of the American National Bank, Atlanta, Ga., as Manager of the Southern Division of the American Red Cross was announced today by Harvey D. Gibson, General Manager. He will be assisted by C. B. Bidwell, resident vice-president of the American Audit Company, also of Atlanta, where the division headquarters will be located. Both men are volunteering their services without pay for the period of the war.

Mr. Peel is one of the most prominent men of the South. He will have entire charge of Red Cross activities in his division, which includes the Carolinas, Georgia, Florida and Tennessee east of the L. & N. Railroad. There are nearly two hundred Red Cross chapters in the Division, with a total membership of more than 75,000. To facilitate the relief work which the war has thrown upon the American Red Cross, Mr. Gibson of the Red Cross has divided the country into thirteen divisions, placing in charge of each division a man of broad business experience giving his entire time to the work during the war without remuneration. This decentralization of authority from national headquarters was necessary to relieve the congestion at the Washington offices.

At the same time the effectiveness of the work of the chapters is increased through having an executive in charge intimately acquainted with the problems in their district, who can

WHAT TO DO FOR THE MOSQUITO.

Board of Health Advises Taking Quinine to Prevent as Well as to Cure Malaria.

"Can you tell us something to do for mosquitoes? Is there danger of having malaria from so many mosquito bites?" These are some of the questions that have been asked the State Board of Health concerning the mosquito plague since the recent and in some sections numerous rains. In answer to the questions, the Board says:

"When it is impracticable to drain off standing water, it may be kept covered with oil from a drip can which will kill all young mosquitoes.

"As to mosquito bites giving you malaria, but, to be sure not to get malaria, take five grains of quinine

"The first thing that the State Board of Health would advise in controlling mosquitoes is to locate their breeding places. If you live in town look about your yard and alley for standing water in tin cans, buckets or broken earthen ware—anything that will hold water. Carefully see that the gutters on the roofs are not filled up, or in some way fail to drain. Enough of mosquitoes to annoy a whole neighborhood can raise in a tin can or a defective gutter. Tall weeds and grasses that keep the ground in moist condition furnish excellent abiding and breeding places for mosquitoes.

"If you live in the country, your search for breeding places for mosquitoes should include not only the house, yard, stables and orchard but any nearby pond or ditch that may contain stagnant water. As mosquitoes rarely fly further than a half mile from their breeding places, it is true that nearly every farmer raises his daily until frost or until there are no mosquitoes. If you have malaria already, see a physician as to the amount of quinine you should take to be thoroughly cured. Don't stop at half enough and get only half cured to have it recur next summer."

INTERESTING NEWS LETTER

Goings and Comings Recorded By Our Correspondent.

The Farmers are busy saving their food this week.

Miss Arline Stallings left Monday to attend school at Durham.

Mr. Ernest Watkins was seen on our streets one day last week.

Mr. and Mrs. T. J. Stallings went to town last Tuesday trading.

Miss Essie Lambert and Mr. S. B. Fleming, both of Grovehill, were visitors in this community last Sunday.

Mr. Joe Stallings went to town last Saturday.

Miss Myrtle Stallings, who has been visiting her uncle Mr. G. W. Watkins, returned home last Friday.

Mr. Eddie Smiley passed through our city last Sunday.

Mr. Bill Twitty and Mr. L. J. Stallings, called on Mr. L. J. Stallings a while last Sunday.

Best wishes to the Warren Record and its many readers. —ROSEBUD.

of the work of a comparatively few chapters.

These divisions managers will hold frequent meetings in Washington for the discussion of questions of policy and administration. Being in constant touch with the local chapters, they will serve to bring the War Council in touch with the Red Cross workers in all the divisions.

Among those already named as Division Managers are James R. Garfield, of Cleveland, former Secretary of the Interior; Ethan Allen, a New York woolen merchant; George W. Simmons, vice-president of the Simmons Hardware Company, of St. Louis; James W. Jackson, of Boston; John W. Morey, President of the C. S. Morey Mercantile Company, Denver; Charles Scott, Jr., Vice President of the Giant Portland Cement Company, Philadelphia; and A. R. Rogers, President of the Rogers Lumber Company, of Minneapolis.

CAREFUL FEEDING MEANS BIG SAVING

Large Amount of Corn Can Be Saved If Farmers Will Substitute Cotton Seed Meal.

Raleigh, September 6th—The farmers of North Carolina can save during the next twelve months \$9,131,500 and keep their work stock in better condition by substituting two pounds of cotton seed meal for four pounds of corn in the ration for the 385,000 horses and mules in the State, according to an estimate made by John Paul Lucas, executive secretary of the North Carolina Food Conservation Commission.

Feeding tests in this and other of the Southern States have demonstrated repeatedly during the past few years that work stock will keep in better conditions where two pounds of cotton seed meal are substituted for four pounds of corn than they will if their entire grain ration is made up of corn. Two pounds of cotton seed meal at \$40 per ton is worth 4c; 4 pounds of corn, with corn even at \$1.50 a bushel, is worth about 11c.

The 385,000 horses and mules in North Carolina will consume in one year, if fed two pounds per day, 14,525 tons of cotton seed meal, worth, at \$40 a ton, \$5,821,000. This meal would take the place of 281,000 tons, or nearly 10,000,000 bushels, of corn, which would be worth, at \$1.50 a bushel, \$14,752,500. The difference in these totals shows the saving of \$9,131,000.

Corn will be used this season for human consumption to an extent never dreamed of before. Beside this, the exports corn to Europe will in all probability show an increase of several hundred percent over normal exports. This means, according to Mr. Lucas, that even with the record breaking crop of corn there is going to be no surplus and great care should be used in conserving this crop for human consumption to as large an extent as possible.

Cotton seed meal will no doubt be used more largely this year than ever before in finishing hogs for the market, for which purpose it may be used as one-third of the ration. This ration is much cheaper and produces a quicker and harder finish than corn alone, but it should not be used for a period of more than thirty days before killing.

COTTON SHIPPED IN SPECIFIED LOTS.

Congestion of Freight Makes This Ruling Necessary.

Washington, D. C., September 3—Fairfax Harrison, chairman of the Railroads' War Board, authorizes the following:

With the movement of the cotton crop scheduled to begin this fall at a time when a combination of government and commercial business will be bringing tremendous pressure to bear upon the railroads, the Commission on Car Service of the Railroads' War Board, has issued instructions prohibiting the shipping of cotton in quantities of less than sixty-five bales per car and requiring as many more to be loaded as the size of the car furnished will permit.

Notice to this effect has just been sent to buyers of cotton together with a request that they place orders for their requirements on a basis of not less than sixty-five bales or multiples thereof. In the Southwest and Mississippi Delta Districts, the average car will load sixty-five bales and in the Southeast district the average car will load seventy-five bales. Consequently, buyers are asked to order in multiples of sixty-five from the Southwest and in multiples of seventy-five from the Southeast districts.

The New England territory will be taxed to the maximum capacity of facilities this fall and the acceptance of freight by the railroads serving the territory north of the Ohio and Potomac rivers will have to be carefully regulated.

LARGEST STATE FAIR IN HISTORY.

State Fair October 15th to 20th Promises To Be One of the Best in Asso. History.

(By Samuel T. Mearès)

Preparations are now rapidly under way for taking care of the largely increased number of exhibits at the Great State Fair this year. The fair will be held October 15th to 20th, and it is gratifying that a special committee will list every home in Raleigh which will accommodate visitors so that none of the tremendous crowd will be without comfortable quarters at night. Another precaution which was wisely taken by the Executive Committee, was improvements to the walks in the fair grounds and the race track so that if rainy weather should prevail the pleasures and benefits of the great fair need not be diminished, for indeed this year, the fair will not only offer greater and cleaner amusements than ever before, but beneficial lessons are to be learned which are vital just at this time when food conservation and food production is of such importance.

Every farmer boy should go as well as every housekeeper in the state and visit the new woman's building.

The fair belongs to the people and President Everitt will spend his resourcefulness in making it a grand meeting place for North Carolina.

WISE NEWS BRIEFLETS

Local and Personal Mention: A Suitcase Confiscated.

Mr. Rodney Coleman spent a few days at his home here. He is on his way to the training camp at Columbia.

Miss Blanche Hicks is at home on a vacation.

Misses Lucy and Nellie Camp, of Sebrell, Va., are visiting at Mrs. Dunn's.

Mr. Sterling Perkinson left Monday for Raleigh where he has enrolled as a student at the North Carolina College of Agriculture and Engineering.

Mr. Nathaniel Perkinson Hayes has registered at the University of North Carolina, and will enter next week.

Both Mr. Perkinson and Mr. Hayes will be much missed by their friends and associates at home, but all are confident that they will reflect credit upon this community—wherever they go.

Miss Lizzie White, another of our high school graduates is preparing to enter the State Normal at Greensboro some time in the near future, so three out of the four to finish work at our high school will go to college.

Miss Mary Sally Perkinson returned to her studies at Oxford College this week.

Mrs. Hayes entertained the members of her Sunday School class at her home on Tuesday evening, September 4th together with several of the boys who wished to pay a farewell visit to Nat. Miss Lizzie White, the Misses Camp, Miss Emma Dunn, Miss Mary Sally Perkinson and Miss Bertha White were also on the invitation list. Many out-of-doors games were indulged in—the premises being lighted with lanterns, while the victrola furnished beautiful music. Refreshments of ice cream and cake were served and the young people returned to their homes full of gratitude to their generous and charming hostess.

The ladies of the Betterment Association met Tuesday afternoon, September 4th, at the home of Miss Carrie Dunn. There were twelve present. It was decided to meet at the schoolhouse Friday, September 7th, for the purpose of having the building put in "apple pie" order for the opening of school. The school committee announces that they will make an effort to have the rooms white-washed and make other improvements. Everybody come or send some one to help next Friday.

The social given at the schoolhouse by the members of the B. Y. P. U. last Friday evening, August 31st was a success in every way that the young people appeared to thoroughly enjoy themselves.

Preaching next Sunday morning and

OPPORTUNITY TO KNIT FOR SOLDIERS

Opportunity For All To Work For the Boys in Kakhi—A Large Field of Service.

The Red Cross Chapter of Warrenton has been requisitioned to furnish 200 sets of knitted articles for the army; each set consisting of one sweater, one muffler, one pair socks and one pair wristlets.

In order to push forward this work without delay, all those in the country or neighboring towns, whether members of the Red Cross or not, who are willing to help with this work, will be furnished with wool, needles and full instructions; and are requested to send in your names as soon as possible. Address all communications to Mrs. Adele E. Jones, Warrenton, N. C., Chairman, Red Cross Knitting Committee.

GROVE HILL BRIEFLETS.

Farmers Are Busy; People Leaving for School; Personals.

The farmers of this community are very busy trying to save their fodder. Miss Florene and Clarence Harris left last week for Buie's Creek where they are now attending school. Our young people will be missed during the winter as so many are leaving for school.

Mr. and Mrs. C. N. Hardy spent a while Sunday afternoon with his brother, Mr. W. T. Hardy.

Miss Belle Harris spent a few days last week with her brother, Mr. R. I. Harris.

We are glad to see Mrs. J. O. Hardy able to be out to Sunday School again. Messrs. Frank Newell and John Powell, of Warrenton, visited in the home of Mrs. M. E. Davis Sunday.

Mr. and Mrs. M. T. Harris spent Saturday night with Mr. Robert Harris, of Arcola.

There were a number of visitors at Sunday School last Sunday. Come again!

Mr. Ernest Skillman and family were pleasant callers in the home of Mr. W. T. Hardy recently.

Mr. S. J. Harris and little son, Stephen, spent Saturday and Sunday with relatives at Ringwood. —ROSEBUD.

evening at Sharon church. Mr. W. R. Coleman Jr. spent Monday at his home here.

TRAVELLING MAN'S GRIP CONFISCATED

One night this week a certain citizen of Wise who travels for a casket factory lost his sample case in a peculiar way.

It seems he left in on the platform of the station intending to go to Norlina the next morning and catch the shoofly.

When he stopped to get it the next morning the grip had disappeared, so he started without it. Later it was discovered that some fellow who lives in a nearby town, passing saw the sample case. Thinking it was put off of some night train, possibly from Washington or some other place where the "Joy of life" can be still purchased, and thus without further investigation he quickly decided to adopt the orphan which looked so lonely out in the cruel, cold world.

No doubt he urged his "Fliver" to its highest speed and as it hummed along the new-pike which Hawtree is trying so hard to build regardless of meddling politicians and tireless knockers, his mind must have filled with sweet visions of anticipation as he doubtless planned to hurry home, arouse his dryest and closest friend, and then with due ceremony celebrate the finding of the rare and precious fount of joy.

Alas, a cruel disappointment awaited the thirsty ones, because when the lock was pried open, and the lid was gently lifted the contents proved to be only a sample case filled with photos and catalogues showing the fall styles of Casket trimming and "wooden kimonas". Try again, thirsty one!

LEARNING TO FLY FOR UNCLE SAM.

Warren County Boy Writes Of His Experiences Since Joining the Aviation Corps.

Fairfield, Ohio, September 1, 1917.

If you will allow me space I will give you a few of the facts about the aviation training camps, along with a bit of my experience since leaving home on May 15th.

On the opening of the officers training camp at Fort Oglethorpe I was accepted to try my ability as a commissioned officer for the new army. We had been in camp about thirty days when there was a call for those who wished to unite themselves with the aviation branch of the army. I felt that this was my opportunity so I signed up at once—three others in my company signing with me.

One week afterwards we were called for physical examination. This was some examination—Every organ of our bodies together with every muscle, bone and nerve were subjected to a most trying test. About five days after the examination, those of us who had been successful were ordered to report at Atlanta, Georgia, to attend a Ground-School of Aviation.

On July 2nd, we bid our friends at the training camp goodbye and arrived at the Georgia school of Technology on the following day; there we lived in the dormitories; ate in the mess hall, and were instructed in the class rooms by the most competent instructors. As we did not have the objects of our real study before us, it was much more difficult for us to understand the lectures, text books, and drawings. However, we managed to pass a rigid examination on the following subjects: Construction, care and rigging of Aeroplanes, the principles of Gas, engines, the theory of cross country and general flying, meteorology, astronomy, photography, aerial observation, reconnaissance, Signalling, bombs and bombing, raido, wireless telegraphy, and the construction of machine guns and how to handle them efficiently.

The most difficult for me was wireless telegraphy. The test was to receive eight words a minute from a light; twelve from the wireless buzz and deliver them from a key.

From the time I went to training camp until August 14th, I was rated as a training candidate. Then I was entered as a private in the aviation corps, and from September 1st our station will be that of cadet.

I graduated from the ground school at Atlanta on August 20th, and was ordered to report at the Fairfield Flying Ground without delay. I had expected to go home but this pleasure had to be foregone, because "without delay" means as quick as possible with the War Department. I arrived at Fairfield on August 22nd, went up to headquarters and signed up for duty.

The next morning I was assigned to a trainer. The first day you are not allowed to touch the Controls; the second day you are allowed to place your hands and feet upon them; the third day you are allowed to operate them; the fourth day you take the drivers seat and do the best you can. There are two coach pits in all of the training machines, each having a set of controls. After a student has successfully flown for three hundred minutes, he is sent out alone. This is as far as I have gotten.

There are two units here with fifty machines in each unit. The flying field is two miles long and one mile wide. If a machine makes a bum landing and gets pretty well torn up, it is run into the hangers and brought out in a few hours as good as new. The flying field is on the car line from Daton to Springfield, eight miles from Daton.

I have learned one lesson since May 15th: anything worth having is not easily gotten. My work at Atlanta proved that—we had twelve hours a day of class and lectures.

From the best information I can obtain, we will be here about four months after which we will go to France, completing our course under French instructors. Then I for one hope to be prepared to effectively protect the honor of our country.

I wish to say to the parents and friends of the young men who are in

(Continued On Sixth Page)