

# WASHINGTON MAN TELLS OF CRUISE NAVAL RESERVES

Col. W. B. Rodman, Jr., Gives His Impressions.

**SPEAKS OF TARGET PRACTICE**  
Says That New Bern Division Made The Best Record.

Lieutenant W. B. Rodman, Jr., who was in command of the Washington Division of the North Carolina Naval Militia and who was on board of the U. S. S. Rhode Island during the ten days cruise to the Bermudas, tells in an interesting manner of the impressions gained by himself and the Washington boys during the cruise.

We left Washington on the night of July 5th via Norfolk Southern. Arriving at Norfolk we were taken from Norfolk to Hampton on a navy tug, where we found crews from the District of Columbia aboard and also the fourth division from North Carolina under command of Capt. C. D. Bradham of New Bern. We got under way about four o'clock Monday afternoon on the Rhode Island and proceeded up the Delaware river to the St. John Light where the reserves from New Jersey and Pennsylvania were taken aboard Tuesday afternoon. We got under way at sunset. Most of the North Carolina men were in charge of the gun and berth decks which were required to be kept clean. The men had to man the six-inch gun every morning and test them to see that everything was in working order.

The entire ship was inspected at 9:15 in the morning. The men were put through physical drills and at 10 o'clock they were given practice at the guns.

We sighted land at 5:30 a. m., July 10; we took on a pilot and proceeded into Bermuda firing a salute of 21 guns about 8:30 o'clock. Our salute was answered a little after 9 o'clock when we dropped anchor. One half of the men were given shore leave Friday and the others given liberty Saturday. Every one of the boys were delighted with the islands. The first and most lasting impression was the pleasing cleanliness of everything. The houses are built of the coral rock, which is very soft and when first cut but it is quick to harden. Every house is white-washed every two years at least; all the roads are macadamized from the coral rocks. No auto or motor cycles are permitted on the island. The British government maintains a garrison of approximately 1200 men on Hamilton.

We left Bermuda Sunday morning about 11 o'clock and proceeded direct to Tangier Sound at the head of Chesapeake Bay. Target practice began Thursday morning. The range was laid off and the District of Columbia reserves began firing Thursday afternoon. We steamed along the range at five knots per hour, being the speed prescribed for the regular navy when at target practice.

District of Columbia secured 14 hits of the 40 shots. Pennsylvania followed, getting 13 hits out of 40 shots.

New Jersey began firing Friday morning at 7:30. They secured 13 out of 40 shots. The New Jersey men cut the rafts carrying the target, to pieces so that the North Carolina men did not begin firing until Friday afternoon. The "tourists" as the North Carolina men were called by the other reserves, immediately elicited a compliment from Capt. C. S. Williams, when they began to fire. North Carolina made a total of 42 hits—New Bern making the best score of 4 hits out of 4 shots in 26 seconds. The best score previous to this was 3 hits out of 4 shots in 67 seconds.

Each North Carolina division had at least one crew which made a score of 4 hits out of 4 shots. These men will in all probability be awarded a navy "E" by Secretary of the Navy Daniels for their efficiency.

In addition to the gun drills the men were given collision, fire, boat and various other drills and to stand watch as do the regular officers and men.

The Rhode Island returned to Hampton on Saturday at noon. We disembarked Sunday morning, leaving the District of Columbia, the New Jersey and Pennsylvania men coaling ship.

As the tug pulled away from the side of the battleship Rhode Island the entire ship's crew gathered on deck to give us three cheers and the band had gone to the foretop played "Dixie". All agree that the men and officers of the Rhode Island are a most delightful set and that they are more than anxious to repeat the trip.

# LODGE NOTES

**ATHENIA LODGE No. 8, K of P.**—Meets every Tuesday 8 p. m., over Gas Co's office, Middle St., J. R. Whitehead C. C., J. M. Smith, K of R and Visiting brothers are assured of chevalier's welcome.

**CRAVEN LODGE No. 1 KNIGHTS OF HARMONY**—Meets second and fourth Wednesday nights at 7:30 o'clock in each month at Knights of Harmony hall, corner Broad and Hancock streets, J. K. Willis, President; R. J. Disoway, Secretary; George Moulton, Financial Secretary.

## Reward

We offer a reward of one hundred dollars for the apprehension and conviction of the person who killed Tony Rogers, our night watchman, while on duty Sunday morning between 12 and 1 o'clock.

THE PINE LUMBER COMPANY, 7-7-30d

## Engineer C. D. Duncan Has Been Rewarded

**SUPERINTENDENT LEWIS PRAISES HIM FOR SAVING LIFE OF A CHILD.**

C. D. Duncan, a veteran engineer who runs passenger trains through Goldsboro to Beaufort, has received 50 merit marks for saving the life of a child. A special bulletin has been sent out by District Superintendent J. C. Lewis, who also wrote Duncan a personal letter.

The engineer discovered an object on the track in front of his fast speeding train, which resembled a newspaper or a bundle of some kind. He took no chances, and watched the thing. Nearing it, he discovered that a small boy, seven or eight years old, was sleeping across the rails. Duncan, on the alert stopped his train and picked the sleeping innocent up.

"For several years you have been considered one of the most careful engineers on this road, and this instance has proved it true," Superintendent Lewis wrote Engineer Duncan.

## ORDINANCE.

Alderman Ellis moved the adoption of the following ordinance:

Be it ordained by the Board of Aldermen of the city of New Bern: Section 1. That chapter 4 of the ordinances of the city be amended by adding at the end thereof the following:

Sec. 40. All railroad companies maintaining a track or tracks across any street in the city shall between the rails of and on each side of such track or tracks either pave the width of such street or lay plank thereon in such manner as to permit vehicles to cross without difficulty or excessive jolting. Whoever violates this ordinance shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined ten dollars; and each day such track or tracks shall be maintained in violation thereof shall constitute a separate and distinct offense.

Alderman Dawson, seconded the motion and upon vote of the Board the resolution was adopted.

F. T. Patterson, City Clerk  
7-24-5ti.

## BAD BREATH

Is caused by indigestion, and that disorder brings on headaches, salivosity, languor, dizziness and a general discouraged feeling.

## SIMMONS RED Z LIVER REGULATOR

(THE POWDER FORM)

Corrects all Disorder in The Stomach and Bowels.

Its powerful, reviving and regulating influence in the liver and digestive organs brings an immediate improvement. You feel better. The bowels move freely so that the impurities that have clogged up the digestive tract find an outlet. When the system has been thus purified the bilious, half-sick feeling disappears; the complexion improves, the breath becomes sweet, the mind throws off gloomy forebodings, and there is a fine feeling of energy and exhilaration all through the body.

Sold by Dealers. Price large bottles, \$1.00. Small bottles, 50 cents. Beware of cheap imitations. If you cannot get it, send for it. It will cost you nothing to try it. It is the only medicine that will cure you. It is the only medicine that will cure you. It is the only medicine that will cure you.

## MORTGAGE SALE.

Pursuant to a power of sale contained in that certain Real Estate Mortgage executed by Joseph Idlett and Mary E. Idlett his wife to W. B. Blades and duly assign to S. F. Faison by W. B. Blades bearing date the 24th day of January 1907 the same being recorded in the office of the Register of Deeds of Craven County in book 162 page 461, I will sell at the Court House door in New Bern, N. C., on Friday the 14th day of August 1914 at the hour of 12 o'clock M. to the highest bidder for Cash, all of the following described property as conveyed in the Mortgage aforesaid to-wit: One Lot of land known and designated as Lot No. 31. Situated on Williams street in the village of Meadowville according to the map made by Henry Brown, surveyor of a piece or parcel of land in said County lying on the South side of Neuse River. Registered in the office of the Register of Deeds of Craven County to which reference is made for more full description being the same conveyed by Deed from E. H. & J. A. Meadows Company to the said Joseph Idlett dated the 24th day of January 1907.

S. F. FAISON, Assignee.  
New Bern, N. C., July 13th, 1914.

## THE NORTH CAROLINA State Normal and Industrial College

Maintained by the State for the Women of North Carolina. Five regular Courses leading to degrees. Special Courses for teachers. Free tuition to those who agree to become teachers in the State. Fall Session begins September 16th, 1914. For catalogue and other information, address  
JULIUS I. FOUST, President,  
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## TO NORFOLK VIRGINIA BEACH MOREHEAD CITY BEAUFORT.

Round trip Summer Tourist, Week End, and Sunday Excursion fares Season 1914.

**NORFOLK.**  
Week-end \$4.75. Sunday Ticket \$2.50. Week-end-Ticket on Saturday trains June 5th to September 12th inclusive. Limited to following Tuesday. No stop overs allowed.

Sunday Tickets on sale Midnight train Saturday night limited to leave Norfolk 9:00 P. M. Sunday night following. No stop overs, no baggage, nor sleeping car accommodations allowed.

**VIRGINIA BEACH.**  
Add 40c on Norfolk rates, same limitations as to Norfolk.

**MOREHEAD CITY.**  
Season ticket \$1.65. Week End \$1.50. Sunday Ticket \$1.00. Season Tickets sold daily May 15th to September 30th, 1914. Limited October 31st, 1914. Stop overs all points, usual baggage allowance.

Week End Tickets on sale for all Saturday and for Sunday morning train May 30th to and including September 13th. Limited to Tuesday following date of sale. No stop overs, usual baggage allowance.

Sunday Ticket on sale each Sunday, May 31st to and including September 13th. Limited return same date. No stop overs or baggage allowed.

**BEAUFORT.**  
Add 20c to rates to Morehead City, same limitations as to Morehead City.

**WEEK END INCLUDING HOTEL ACCOMMODATIONS.**

Board and lodging, Saturday supper and including Monday breakfast, and transportation. Rate \$6.00. Tickets sold each Saturday, June 20th, to and including August 25th 1914. Limited to return Tuesday following date of sale. No stop overs allowed. Usual baggage allowance. Extension of tickets, Week end and Sunday tickets to Morehead and Beaufort can be extended on application to agent and payment of difference in rate.

For further information apply to T. H. Bennett, Ticket Agent, Phone 737 or E. D. Kyle, T. M.; H. S. Leard G. P. A., Norfolk, Va.

## RATES TO THE SEASHORE.

**ATLANTIC COAST LINE**  
The Standard Railroad of the South  
ROUND TRIP RATES

From New Bern, N. C.  
To Washington, D. C. \$ 15.00  
To Baltimore, Md. 15.80  
To New York City 24.80  
To Boston, Mass. 29.38

Tickets on sale every day until September 30th, via Goldsboro, Norfolk, and Steamer, with final return limit October 31st, 1914.

To Wrightsville Beach, N. C. \$4.25

Tickets on sale every day until September 30th, with final return limit October 31st, 1914.

To Wilmington, N. C. \$2.85

Tickets on sale for all trains each Saturday and for all forenoon trains each Sunday until September 13th, 1914 limited returning to midnight of the day next following date of sale.

To Wilmington, N. C. \$1.25

For SUMMER EXCURSION RATES to many Mountains, Lake and Pleasure Resorts, and for any other information, reservations, etc., call on T. H. BENNETT, Ticket Agent, or address W. J. CRAIG, Pass. Traf. Man. Wilmington, N. C. T. C. WHITE, Gen. Agt., Winton, N. C.

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Those who are continually planning to begin saving some day, when it is convenient, seldom save anything at any time—Those, on the other hand, who make a practice of saving small sums regularly will accumulate a substantial fund.

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