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WEDNESDAY, NOV. 29, 1916

If you are really glad that Woodrow was re-elected, drop a dollar in the hat.

Not everybody, who thought the music of Mr. Wilson's victory over Mr. Hughes sweet, have consented to pay their part for the entertainment. A dollar "per" will help discharge the embarrassment of the National Democratic Committee.

There'll be no partisan welcome in the reception accorded Professor Taft, when he comes to address the news paper fraternity at Chapel Hill on December 7. He is a big man and a former President of the United States and as such is held in high esteem in North Carolina.

THE RIGHT COURSE.

The right and sensible course is being pursued by the railroads and the Department of Justice in determining the constitutional status of the Adamson Eight Hour law. The country will applaud the manifest disposition to get together on a test case. The elimination of a multitude of individual suits and throwing aside of technicalities, which can serve but to compound and that prolong the agony, is to be commended.

In the conference between Attorney General Gregory and legal representatives of the roads at Washington Thursday, it was decided to institute one suit, which nearly as possible will involve every essential point, to be passed on by the United States Supreme Court at the earliest possible time. The decision of this case will be binding on both sides. If the highest tribunal in the land says that the Adamson law is constitutional, the railroads agree to abide by the decision and to make no further attempt to evade its provisions; while on the other hand the Government agrees to accept the court's decision in the one case as applicable to all. Unquestionably this is the proper course. In the meantime all, who are interested, should rest their cases.

The decision of the court will not bind either side to refrain from efforts to secure modification or amendments to the Adamson law, and will not interfere with the work of the commission, which will be appointed to study the whole matter and report its findings as a basis for permanent legislation, which shall be just and equitable to both employer and employee. Such an intelligent course must be taken before a right conclusion can be drawn. Snap-shot judgment will bring no relief worth while. The parties to the controversy will do well to co-operate rather than oppose in reaching the end.

HE MADE OUT A GOOD CASE.

Mr. Alfred P. Thom, chief counsel for the Southern Railway and representing a large proportion of the railroad interests of the country, speaking before the joint Congressional Committee Thursday and Friday made out a very good case and incidentally gave some sound advice.

The burden of Mr. Thom's testimony was that the railroads had been regulated to a point that they could not guarantee either efficient service to the public or satisfactory returns to the investors. There is little doubt that the railroads have suffered from unnecessary legislation and attempts at regulation, which were unwise, made. We must not be unmindful, however, of the arrogant attitude of the railroads with reference to the public and governmental authority a few years ago before it became the fashion to enact so many regulative measures. We agree with Mr. Thom that the investigator now should look into the matter from its present aspect and undertake to suggest remedies for the problems which confront the railroads today rather than rattle the bones of bygone mismanagement and arrogance.

The Free Press believes that the railroads should be given all the encouragement possible. They perform a very essential function in the prosperity and development of the country and such development, as Mr. Thom forcefully states, is dependent upon the increased facilities of the railroads. They must be encouraged to go into new territory and make the resources of such territory more easily developed. Assurance must be given those, who would invest in railroad stock, that they will get a fair return and that their interests will not be jeopardized by harsh, unreasonable or unwise legislation antithetical to the interests of the roads. On the other hand, the railroads must recognize—and perhaps they have learned the lesson well by now—the power and authority of governmental agencies to care for the interests of the public, whom they serve, and to insist upon the railroads giving a fair return for the help and confidence given to them.

It is encouraging to note the tendency of the times toward helpful co-operation between governmental departments and the representatives of capital and labor supplanting, as it does, the antagonistic spirit of opposition, which seemed to prevail a few years ago; and we believe Mr. Thom is sounding the proper note in asking as the representative of the majority of the railroad of the country, for a fair and square deal rather than maintaining the old spirit and show of fight. Much better results are certain of attainment thereby.

LET THE DOLLARS BEGIN TO MOVE!

The local finance committee of the Wilson-Marshall campaign fund is endeavoring to bring up Lenoir's part of the deficit of \$300,000 incurred by the National Committee and appeals to the Democrats hereabouts to do their part. A good Democrat went into the office of Chairman N. J. Rouse of the committee a day or two ago and left a dollar, saying that he could not do more but wanted to have a part. His action has prompted the committee to suggest that Lenoir's pro rata share of the deficit might easily be made up of dollar and two dollar subscriptions and it urges all who can to follow the example of the faithful Democrat, who set the ball in motion. The time is short. It is desired that the final installment of the fund be sent to headquarters the first of the week. Subscriptions can be made to either Messrs. N. J. Rouse, J. G. Dawson, Dr. J. M. Parrott of the committee or to The Free Press, if more convenient. Let the dollars begin to move.

The bellboys association is considering raising the price of tips, for fetching ice water and other considerations shown the guests, from ten to fifteen cents. One item in the high cost of living program, which we will take under advisement and stand for if we are so minded and not otherwise.

It is quite evident that Roumania miscalculated in spite of the deliberate manner in which she went about making the trade.

"IS A 'PERSON' A 'HE' AND IF SO, ETC."

Richmond News Leader: "Is a 'person' a 'he'? If so, 'an a woman be a 'person'? If not, is Miss Jeanette Rankin of Montana, eligible under the constitution to the seat in the United States House of Representatives to which she has been elected? These are questions now raised by the literatists and strict constructionists.

"The constitution of the United States, Article I, clause 2, provides that 'no person shall be a representative who shall not have attained the age of 25 years,' etc., but the clause ends with referring to the 'no person' as 'he.' Up to that point Miss Rankin has unchallengeably all the necessary qualifications, though there is one which possibly, after the manner of her kind, she might prefer not to confess. But that point is the point. Under the clause, obviously, right to a seat in the body would seem to hinge on the word 'he' or the construction thereof.

"Yet hold on. Another clause of the constitution provides that each House shall be the judge of the elections' returns and qualifications of its own members. It would, therefore, appear that even if a 'person' is not a 'he,' the question would, through that clause, resolve itself into one of persona grata or persona non grata. In the circumstances, would any committee on privileges and elections have the temerity, even if they had the ungallant disposition, not to take the former position?

"Again, and outside of all this, there is interesting historical and dramatic precedent for solving such problems, constitutions or no constitutions. The Hungarian house of magnates, it will be remembered, cut the Gordian knot of a somewhat similar complication, and circumvented the Salic law by swearing that Maria Theresa was their 'king.' Is it to be presumed that a United States House of Representatives would be or could be less chivalrous, if necessary? Perish the thought. And so, regardless of the merits or demerits of female suffrage, we feel safe in congratulating Miss Rankin as certainly to get there."

Representative Adamson is right in saying that the 'Interests of the public must be considered' by both the railroads and their employees. A point The Free Press has endeavored to emphasize repeatedly since the threatened tie-up of the traffic of the country. The people will say the bill in the long run; their patronage makes possible both the existence of the railroads and the comfortable living conditions of the employees; they have a say and well it is that our law-making representatives keep the public's interest in mind.

General Goethals sounds a splendid truth in his report to Secretary of War Baker on the Panama Canal, when in refuting the criticisms of the work, he declares 'their (critics) little knowledge makes them dangerous.' Many a good work has suffered immeasurably because of the criticism of some ignoramus, who have acquired only a speaking acquaintance with the subject.

NOW FOR GOOD ROADS.

The action of the Chamber of Commerce in setting in motion definite plans for calling an election for a bond issue sufficient to properly build an adequate system of highways in Lenoir county is most gratifying. An enabling act was passed by the Legislature sometime ago, making it possible for a bond issue not exceeding \$250,000 for this purpose to be voted by the people. Spasmodic attempts from time to time, since the enabling act was passed, have been made by the commissioners, who have fought shy of calling the election. There has been a feeling that the people of the county would vote down the bonds.

The Free Press believes that it is evident to every intelligent man in the county that the present plan of road-building will never materialize into a desirable system. Certainly not in the life of the present generation. An adequate system, absolutely essential for the proper development of every section of this splendid county, cannot be built unless a bond issue providing the money hereof is passed. The Free Press has confidence in the intelligence of the people in this county to see that situation and when given an opportunity The Free Press believes that the voters of Lenoir county will manifest their intelligence and progressiveness by voting for good roads. "Inquestionably every vote that is cast against the bond issue will be but placing an obstacle in the way of the man, who so casts his vote as well as his neighbor. The value of good roads in the upbuilding of any section of the country is no longer in the theoretical stage. Convincing evidence in abundance has been given, and wherever the greatest development of rural communities has taken place there will be found the best system of roads connecting producer and consumer, farmer and market.

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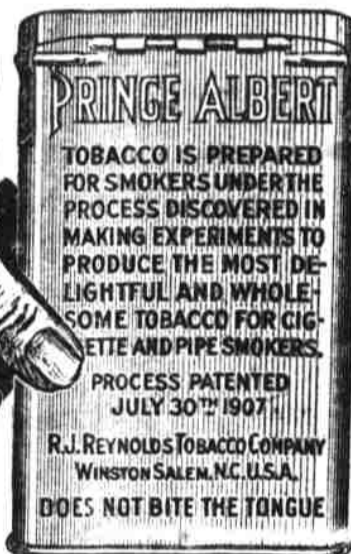
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MULE HAD TO BE PUT TO DEATH AFTER BAD RUNAWAY QUEEN STREET

A mule of a pair drawing a truck had to be killed after the team, running away, collided with a telephone pole at North and Queen streets

Saturday morning about 8 o'clock. The animal had a broken leg. One of three hogheads of tobacco on the truck rolled off upon the mule. The mule was owned by Copeland Bros. and the tobacco by the Export Leaf Company. The total damage to the outfit including the loss of the animal, valued at \$300, was about \$350. A milk wagon from the Tull dairy was smashed up to some extent

when the runaway team ran into it. The runaway was exciting. It started at the Export Company's place in North Kinston when flying papers, is supposed, blew around the mule's hoves. There followed a wild dash down Queen street. The colored driver jumped off when the reins parted. The mules, it is thought, were making for the stables on North street in their panic.



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