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Entered at the Postoffice as second class matter.

PRICE 2 CENTS.

**SUBSCRIPTION RATES:**  
Daily One Week, by Carrier, 10¢  
One Month, 85¢  
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Twelve Months, \$4.00

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KINSTON, N. C., August 13, 1902.

**DEMOCRATIC NOMINEES.**

For Chief Justice of the Supreme Court  
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For Associate Justices of the Supreme Court from the East,  
**HENRY GROVES CONNOR,**  
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For Associate Justice of the Supreme Court from the West,  
**PLATT D. WALKER,**  
of Mecklenburg.

For Corporation Commissioner,  
**EUGENE C. BEDDINGFIELD,**  
of Wake.

For Superintendent of Public Instruction,  
**JAMES Y. JOYNER,**  
of Guilford.

For Senators from the Eighth Senatorial District,  
**DR. JOHN A. POLLOCK,**  
of Lenoir,  
**(THOS. D. WARREN,**  
of Jones.

For Congress from Second Congressional District,  
**CLAUDE KITCHIN,**  
of Halifax.

**Democratic County Convention.**

At a meeting of the County Democratic executive committee it was unanimously agreed that the primaries for the township should be held on Saturday August 9th and the county convention to be held on Saturday, August 16th. Therefore the chairman of each township and voting precinct will please give notice throughout their respective townships calling upon all white voters to assemble themselves at their usual place of voting and elect delegates to the county convention who will nominate a member of the Legislature, Clerk Superior Court, Sheriff and other county officers. Said county convention will be held in court house Kinston, Saturday, August 16th at 12 o'clock.  
J. W. GRAINGER,  
Chairman Committee.

As was expected, serious disorders in France have followed upon the attempts of the government to close the schools conducted by so called "unauthorized congregations." These schools are said to number 2,500, and Premier Combes, who is responsible for the enforcement of the law against them, appears to be in for a vast amount of trouble if the present policy is rigidly continued. The premier may reasonably plead that he must enforce the law. Incidentally he must satisfy the demands of his majority of Radicals, extreme Republicans, Socialists and anticlericals, who insist upon the remorseless enforcement of the law of associations. On the other hand, the appearance of religious persecution will alienate conservatives of all classes and strengthen the clerical influence which it was the purpose of the law to counteract.

A novel form of "house warming" is to occur at Six Mile Canyon, near Virginia City, Nev., where they are just completing a plant of six large granite tanks. These tanks are to be dedicated with a dance, each tank being of sufficient size to accommodate eight couples. Thus nearly 100 persons can "trip the light fantastic toe" in the tank, and perchance can do it as gracefully as though in the most gorgeous ballroom. As the tanks are round it may be inferred that square dances will be discontinued.

An Illinois lady has purchased with \$500,000 worth of bonds her husband's estate in order to "keep her fingers crossed" in case the government should ever attempt to confiscate the bonds.

**WHO WOULDN'T BE AN ARCTIC EXPLORER IN THIS WEATHER!**



—Washington Star.

**American Cookery and American Character**

By LINDA HULL LARNED, President National Household Economic Association

**I**F the character of a people depends upon its health, then FOOD IS SURELY AT THE BOTTOM OF IT ALL, for there can be no wholesomeness of body without a wise selection of wholesome food. We are apt to wonder why the sturdy characteristics of our pilgrim ancestors have not descended to this generation, but IF WE DO NOT EAT THE SAME KIND OF FOOD OR DO THE SAME KIND OF WORK HOW CAN WE EXPECT TO BE THE SAME KIND OF PEOPLE?

Hard work seems to be distasteful to the majority of us, for the only thing that is worth being strenuous about is amusement or ambition, while those who are obliged to be wage earners BECOME LAZY AS THEY BECOME AMERICANIZED.

A San Francisco householder whose "housemaids" were Chinese boys assured me that so long as they ate rice and mice and slept in boxes they were skillful and industrious, BUT AS SOON AS THEY ADOPTED AMERICAN FOOD AND AMERICAN WAYS THEY BECAME ADDICTED TO WHAT IS CALLED ON THE PACIFIC SLOPE "THE REST CURE HABIT."

If food really does affect the character, it will be interesting to watch the result of the beef trust.

ABSTINENCE FROM RED MEAT MAY TAKE AWAY SO MUCH OF OUR ENERGY THAT WE MAY BE FORCED TO FIND A CHEAP SUBSTITUTE. PERHAPS IT IS A BLESSING IN DISGUISE AND WILL SET OUR HOMEMAKERS AND FOOD PROVIDERS TO THINKING SERIOUSLY.

**Two Kinds of Journalism**

By ARCHBISHOP IRELAND

**J**OURNALISM THAT IS HONEST AND HONORABLE IS ONE OF THE NATION'S MOST PRECIOUS INHERITANCES. That which places notoriety and pelf above truth and virtue and adopts as its tactics of war the stunning sensation rather than the calm statement of facts is one of the nation's direst calamities. Numerous in America is the journalism which is honest and honorable; here and there is found that which worships above all else notoriety and pelf. THERE IS HERE A DUTY OF CONSCIENCE AND PATRIOTISM FOR AMERICANS. May they ever be mindful of that duty.

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**From Paris to New York by Rail.**  
Something like a year ago there was more or less in the newspapers concerning a project for the establishment of an all rail route between New York and Paris, the plan being to link existing roads from the French capital to Moscow, then take the Russian lines connecting with the Transiberian railway to its present terminus, build from thence a line to the Bering strait, tunnel, bridge or ferry the strait, construct a road through Alaska to connect with some of the American transcontinental lines, and proceed by rail across this continent to its eastern seaboard.

The scheme at first seemed chimerical and visionary, but in the light of the achievement of Harry de Windt of the London Daily Express it does not seem impracticable. Mr. de Windt, who was commissioned by Alfred J. Pearson, owner of the London Express, to make the trip by land from Paris to New York, lately arrived at Seattle by way of Bering strait, the Yukon, Dawson and Skaguay on the steamer City of Topeka. He left Paris on Dec. 16 last, and in making the trip has performed a feat not heretofore accomplished. It was a hazardous journey, and great perils from hunger and cold were encountered, but he has demonstrated that a land trip from Paris to New York is not an impossibility. Mr. de Windt announces that he is prepared to report that a railroad practically connecting the eastern and western hemispheres is a feasible project.

In this age, when engineering skill balks at nothing and capital is unlimited, the project is not outside the realm of possibility. Indeed it is more than probable that within the next decade we may read in the folders of a great international railway company, "Through vestibuled trains from New York via Chicago, Seattle, Bering strait, Irkutsk, Moscow and Berlin to Paris without change."

**New Zealand's Plan Still Works Well**  
That New Zealand's plan of settling labor disputes by conciliation and arbitration still works effectively is shown by recent reports.

It appears that a commission appointed by the Victorian parliament recently returned to Melbourne after spending a long time in taking the testimony of all sorts of people in all the centers of industry. Only one of the many witnesses disputed the soundness of the principle upon which the new system is based or desired a return to the old order of things, and among those consulted were the president of the chief chamber of commerce, officers of ratepayers' associations and representatives of various industrial unions. All agreed that the arbitration court works well, but the Victorian commission, like previous investigators, found that the conciliation boards are not equally satisfactory. These boards take evidence and can then send on points in dispute to the arbitration court for final decision. A number of witnesses want to have the boards invested with power to give their recommendations the force of law until reversed by the court. One amendment of the arbitration and conciliation act is urged which is obviously needed—that seven men in a trade shall not have the right to bring all who are engaged in it before a court perhaps on the merest quibble or out of sheer malice, but that the machinery of the act shall not be put in operation unless half the employees petition for it.

Whether a system which works well in a small and partially developed country like New Zealand could be made to work satisfactorily in a great country like this, with its varied and complex interests, cannot be said, but certain it is that the New Zealanders, either among the employers or the employed, are not in the least inclined to abandon it.

Judging from the dispatches from Fort San Prince and Cape Hattien something very close to a condition of anarchy exists in Haiti. The law of might is the only one that appears to be recognized there, and aspirants for office appeal to the sword instead of the ballot box to attain their ends. A United States war vessel has gone there to protect American interests, but as for the citizens of the Black Republic there seems to be nothing to do but let them fight it out.

Emperor William has been warned that the Prussian Poles will do him badly harm if he makes his contemplated trip to Posen. The Kaiser has not the reputation of being easily frightened and will undoubtedly go to Posen.

So far as learned Mary Johnston has not followed the example of her compatriots in the field of historical fiction. Both Tarleton and Winston Churchill, and announced herself as a candidate for legislative honors.

They say that "Johnson's school" has been reported that it is the largest school in the world. It is said to have 100,000 pupils and 10,000 teachers. It is said to be the largest school in the world.

**NEW JERSEY ROADS.**

**MANY SPLENDID HIGHWAYS IN THE GARDEN STATE.**

**Permanent Roads and What It Costs to Keep Them in Repair—How the State Aid Law Provides For Highway Improvement.**

In the matter of permanent road improvement New Jersey has taken a leading part. Having in what is called the metropolitan regions, the sections within forty miles of New York and Philadelphia, many growing cities and towns, the conditions were such as to compel attention and demand a solution. After much discussion the present state law was finally enacted and, with slight changes, has remained on the statute book for nearly ten years. In accordance with the provisions of this law permanent roads have been constructed and are petitioned for in many counties of the state, says a writer in the Good Roads Magazine.

"But," it will be remarked, "do not such roads get out of repair and are they not then harder on horse and wagon and traveler than dirt roads?" Of course all good things that are used will show wear, and a stone road will be used far more than it was before it was improved. People will go out of their way in order to enjoy the comfort of it. This is especially the case in winter, when parallel roads are covered with mud. Then, too, the strain is the greatest, for the sharpened calks of the horses' shoes tear up the surface more than at other times, and on hills, especially where heavy loads are drawn, this will be particularly noticeable. But, after all is said, the road is far better than any dirt road could possibly be under the same usage. If this heavy wear is allowed to continue several years, the road will begin to be somewhat rough, and of course travel over it will not be quite so pleasant.

The cost of repair will then seem to be quite an item. But we do not let ordinary roads go without repairs; much less should we withhold care from them after they are improved. The law provides that the contractor shall keep the road in repair one year after its completion, and a percentage of the cost is withheld to insure compliance with this condition. The first winter will very likely show the weak places, if any should appear, and the hollows that form must be filled and the sur-



A ROAD IN NEW JERSEY.

face put in good condition before the road is finally accepted. To secure the best results a light dressing of sand or finely broken stone should be applied each spring, all loosened stones being first removed. This covering will wear down in a few weeks, leaving the surface as smooth and as pleasant to ride over as before. The cost of this should not be greater than the cost of "working" an ordinary road, and when you are doing it you are not putting soil on the surface to make mud when it rains and dust when it is dry.

The state aid law provides that when a road is improved it becomes thereafter a state road and is to be kept in repair by the county. The expense of such improvement is divided into three parts: One part, 10 per cent, is apportioned by commissioners among the owners of the property along the road, according to the advantage the road is likely to be to them. In very few communities would a farmer be assessed more than \$50, I am told, unless he was a very large land owner. A second part, 33 1/3 per cent, is paid by the state, and the remainder, 56 2/3 per cent, is paid by the county. This is the portion of cost that becomes a direct tax upon all taxable property of the county.

Everything of value costs, and that which costs least at the first is not necessarily cheapest. The man who buys a machine too light for the work it is intended to do because it is cheap is very likely to find that the cost of repairs and the loss of time resulting therefrom soon set up the amount saved in the beginning.

**The Road Question in Kansas.**  
Mr. Eugene Ware, the new commissioner of pensions, has been much interested in the construction of roads in his adopted state of Kansas, says the Saturday Evening Post. Recently Mr. Ware was asked, "How do the farmers in Kansas stand on the road road question?" "Up to their knees," was the reply.

**A Tennessee County to Issue Bonds.**  
Hambden county, in Tennessee, has voted to issue bonds to the amount of \$50,000 for the improvement of roads. Hambden is one of the smallest counties in the state, but it is not too small to set an example to the larger counties.

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