

THE DAILY FREE PRESS
KINSTON, N. C.

KINSTON PUBLISHING CO.
OWNER.

W. S. HERBERT
President and Treasurer.
W. M. HERBERT,
Business Manager.
J. H. HERBERT,
City Editor.
C. W. FORLAW,
Reporter.

Entered at the Postoffice as second class matter.

PRICE 2 CENTS.

SUBSCRIPTION RATES:
Daily One Week, by Carrier, . . . 10c
One Month, 95c
Three Months, \$1.00
Twelve Months, \$4.00

ADVERTISING RATES ON APPLICATION.

KINSTON, N. C., November 4, 1902.

DEMOCRATIC NOMINEES.

This is the Democratic State ticket to be voted on November 4th, 1902. Familiarize yourself with each name and look out for bogus tickets. There is reason to fear that bogus tickets will be circulated on election day. There is no Democratic State ticket without each of the following names on it.

- For Chief Justice of the Supreme Court
WALTER CLARK,
of Wake.
- For Associate Justices of the Supreme Court from the East,
HENRY GROVES CONNOR,
of Wilson.
- For Associate Justices 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 Lanor.
THOS. D. WARREN,
of Jones.

- For Congress from Second Congressional District,
CLAUDE KITCHIN,
of Halifax.
- For Solicitor of the Fifth Judicial District,
RODOLPH DUFFY,
of Onslow.
- Judge of the Superior Court of the Second Judicial District:
ROBERT B. PEBBLES,
Northampton County.
- Judge of the Superior Court of the Fourth Judicial District:
CHARLES M. COOKE,
Franklin County.
- Judge of the Superior Court of the Sixth Judicial District:
WILLIAM R. ALLEN,
Wayne County.
- Judge of the Superior Court of the Eighth Judicial District:
WALTER H. NEAL,
Scotland County.
- Judge of the Superior Court of the Tenth Judicial District:
BENJAMIN F. LONG,
Iredell County.
- Judge of the Superior Court of the Eleventh Judicial District:
ERASTUS B. JONES,
Forsyth County.
- Judge of the Superior Court of the Thirteenth Judicial District:
WILLIAM B. COUNCELL,
Catawba County.
- Judge of the Superior Court of the Fourteenth Judicial District:
MICHAEL H. JUSTICE,
Rutherford County.
- Judge of the Superior Court of the Fifteenth Judicial District:
FREDERICK MOORE,
Bamcock County.
- Judge of the Superior Court of the Sixteenth Judicial District:
GARLAND S. FERGUSON,
Haywood County.

COUNTY NOMINEES.

- For Clerk of the Superior Court
PLATO COLLINS.
- For Sheriff
DALF. WOOTEN.
- For Register of Deeds
W. D. SUGG.
- For Treasurer
JOS. B. TEMPLE.
- For House of Representatives
SHADE WOOTEN, Sr.
- For Coroner
DR. R. W. WOOTEN.
- For Surveyor
E. P. LOFTIN.
- For County Commissioners
DR. H. TULL,
GEO. WEST,
W. P. GILBERT.

JSLER & SHAW,
ATTORNEYS-AT-LAW,
KINSTON, N. C.

Practice in the counties of Lenoir, Wayne, Swain, Jones and Onslow. Also in Superior and U. S. courts. Legal and patent rights secured.

Bell's Shops
No. 210 E. Broad St. KINSTON, N. C.
New Farm Carts for sale cheap for cash. Repairing of all kinds—from a Jewsharp to a log cart done with neatness and dispatch.
JAS. H. BELL.

Work of The Hague Tribunal.

The verdict of The Hague court of arbitration in the pious fund case is not only gratifying because it upholds the contention of this country, but for the fact that this long standing issue has been only presented to an international court and that the United States and Mexico have the honor of first committing a case to this permanent tribunal.

The United States, acting in behalf of Roman Catholic interests formerly under the jurisdiction of Mexico, sought to recover from the latter state moneys alleged to be due under the terms of administration of the pious fund, founded in 1697 for the support of Roman Catholic missions among the Indians of California, then a part of Mexico.

More important than the verdict itself is the fact that a precedent has been established for the settlement of international disputes by a permanent tribunal composed of eminent jurists and statesmen from all the leading nations.

Although the French strike does not involve a third as many men as did that in Pennsylvania, its political importance is greater. Its chief storm center is close to the great iron and steel works of Creusot, which are almost as important to France as are the Krupp works at Essen to Germany.

A Pennsylvania farmer wanted a horse chestnut to carry in his pocket as a safeguard against rheumatism and so climbed a tree to get it. A little later he fell and broke a leg and an arm.

In the nine months of 1902 the United States Steel corporation has earned \$101,142,153 and after making all allowances has on hand undivided profits of \$34,647,992. This is doing pretty well for an infant industry which has been organized less than two years.

Nicholas Murray Butler, president of Columbia college and who was given a degree last commencement day by the University of Pennsylvania, was recently engaged in talking with a friend about the careers of various Columbia graduates who had gone ahead in the world.

HIGHWAY BUILDING.

IMPROVING EARTH ROADS WITH CLAY AND SAND.

How to Mix and Apply Them to Secure the Best Results—The Use of Road Machines in Building These Highways.

An interesting address delivered at the Greenville (Mich.) good roads convention Frank F. Rogers, C. E., had the following to say regarding the improvement of earth roads:

If you must always have an earth road and cannot get gravel or stone at a reasonable cost, put clay on the sand and sand on the clay. When these become suitably mixed, they will form a sort of hardpan, making a very good road surface at most seasons of the year.

Decide on the width of a given road between ditches—say twenty to twenty-four feet, not much narrower and not much wider. These are economical widths, and the lack of uniformity in this particular is one of the greatest evils of our lack of system in road building all over this country.

To prepare the bed it may have to be plowed toward the center, but, if so, do not disturb the old roadbed unless absolutely necessary. After plowing, harrow thoroughly, take a road machine and shape the whole bed to a perfectly rounded shape and roll till no more compacting is possible with a roller weighing four tons or more.

After the bed is properly shaped and rolled as described take a road machine and crowd enough earth to each side of a central strip of such width as it may be desirable to cover with clay or gravel. This being done, clay should be applied on sand to the depth of five or six inches where no gravel is used and to the depth of three or four inches where a dressing of as much gravel can be placed upon the clay.

Where no gravel is used the clay must be covered with from one to two inches of sand by reversing the road machine and crowding a little of the surplus sand from the sides to the center.

When sand is used on clay, we usually secure as good results as by putting clay in sand, for it does not always prevent mud when the ground is extremely soft. A clay road should always be well piked with good side ditches, which must quickly take the water to its nearest natural outlet, which in turn must always be so well kept as to take the water at once away from the road allowance.

The application of sand and gravel to clay, as above described, can be done in layers, giving time for the first layer to pack before the second is applied. It is often advisable to wait till the next fall before the second layer is applied, thus giving time to watch results and use just the depth required to secure the best effect, as well as to economize material.

Earth roads should be repaired, particularly in the spring and fall of the year, but the mistake of letting them take care of themselves during the balance of the year should not be made. The greatest need of the common road in this country is daily or weekly care.

UNCLE SAM'S ROADS.

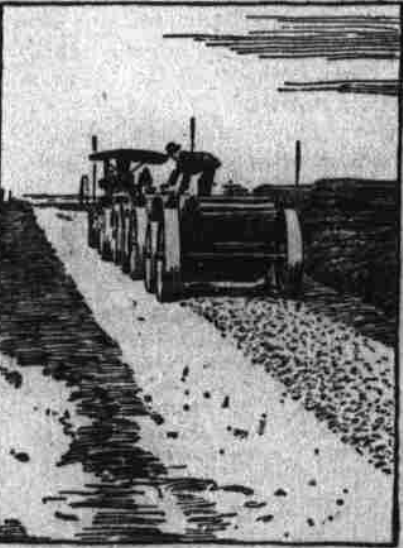
AMERICA BEHIND OTHER NATIONS IN HIGHWAY IMPROVEMENT.

Annual Expenditures Here and in European Countries For Good Roads—Cost of Building Highways in Some of Our States.

The United States does not begin to spend the amount of money upon its public highways that it costs to construct and maintain the public roads of England and European countries. While this country leads the world in its railroads and street railways, it is far behind most countries across the Atlantic in its system of public highways.

This does not include, of course, the annual expenditures of the various states of the Union, says the Buffalo Express. If these sums were included, the comparison would not be so unfavorable, for there will be expended this year close on to \$10,000,000 throughout the country for the betterment of public highways.

When New Jersey, which was the pioneer state in the good roads movement, first began to improve its roads, it cost \$10,000 per mile. They are now



SENATOR EARLE'S GOOD ROADS TRAIN.

being constructed for \$2,000 to \$5,000 per mile, most of them costing only \$2,500. This is due to the greater knowledge and practical experience gained by the road builders as well as by the use of improved machinery and methods.

New York pays about \$5,000 to \$7,000 a mile and builds a very thoroughly constructed road out of crushed stone under the direction of the state engineer and in accordance with the state aid plan, which provides that the state shall pay 50 per cent of the cost of construction of the roads, 35 per cent is paid by the county and 15 per cent by the town in which the road is improved.

The state of Georgia is, perhaps, the most progressive among the southern states. For a number of years it has employed a large amount of prison labor in the construction of its roads.

A most interesting good roads campaign is being conducted in the state of Michigan by Senator Earle. The senator has equipped a good roads train, consisting of a traction engine, five small cars for carrying stone and a stone crushing plant, all of which is drawn by the traction engine.

During the past twelve months \$450,000 was spent in macadamizing public roads in New Jersey, and for this comparatively small sum the state now has 145 miles of the finest rural thoroughfares in the country.

Great loss has often been complained through temporary and makeshift fixing of roads and the erection of flimsy and insufficient culverts and bridges.

NEW SHORT STORIES.

Doublets.

At a London entertainment recently, Sir Frank Burnand, the celebrated English humorist and editor of Punch, and Robert Noble Acutt, who is well known in South Africa, had a rather awkward experience. The latter, it appears, arrived first and soon became embarrassed by people whom he never saw before smiling and bowing.

The Deacons Were Provided For. At a church function in which Bishop Potter recently took part, says the Brooklyn Eagle, several deacons happened to be present. One of them called the bishop's attention to that passage in the liturgy which reads, "O all ye priests of the Lord, bless ye the Lord, and complained that there was 'no mention of us deacons.'

George Ade is repeating a story he heard recently and which, according to the irrepressible and entertaining "Bill" Hall, runs as follows: Mr. and Mrs. Wilton Lackaye last summer visited the suburban home of Henry E. Dixey at Mount Vernon, N. Y., where the comedian has a bijou cottage of five rooms.



"MY LORD, THE CARRIAGE WAITS."

man, who wore a long linen duster and a wisp of whisker on his chin, and when the guests alighted from the train and were welcomed by their host the hackman stepped up and said: "My lord, the carriage waits."

Where to your grace? And Mr. Dixey said, "To the chateau." And Mr. Lackaye fell out of the hack.

Laughed at His Tragedy. When the fretful critic Cumberland said of a performance of "The School for Scandal" that he was surprised that it provoked such immoderate laughter, as it did not make him even smile, Sheridan, the wit, orator and playwright, is said to have remarked, "Cumberland is truly ungrateful, for I saw a tragedy of his played a fortnight before at Covent Garden, and I laughed from beginning to end."

Had Only Himself to Blame. In his book, "The Outspan," J. P. Fitzpatrick tells this story: "A person of my acquaintance was once referred to in an up country newspaper as 'Mr. Chalmage,' but 'Shimmelovitch.' The editor in making the correction added, 'He has only himself to blame for the fact being known.'"

Before Pitt died early last century more than \$15,000 was subscribed by his admirers toward the erection of a statue in his honor. Then the joke became current that he was bound over in this sum for his good behavior during the rest of his life.

Will Try to Cultivate Bamboo. Bamboo is the very industry of Japan, and it is a material which would find many uses in this country if it did not cost so much to import.

FRILLS OF FASHION.

Crepe de chine grows constantly in favor for evening wear.

Transparent collars are still worn with fancy waists and evening toilets. Blue in a number of beautiful shades rivals the green and brown dyes of the season.

Some very pretty iridescent mohairs are shown for day costumes for general use. These durable materials shed dust easily and do not change color in the least.

French made pascamenteries with openwork points or scalloped finishes with a narrow binding are used on walking or traveling costumes of zibeline, mohair, serge, camel's hair and cheviot.

Dull finished silks and crepes de chine, lusterless zibeline, hennani, india crepe cloth, Henrietta cloth, drap royal and double faced casimere are among the fabrics that fashionable dressmakers will use this fall in preparing mourning outfits.—New York Post.

PEN, CHISEL AND BRUSH.

A. O. Revenaugh, the Louisville (Ky.) artist, will paint the portraits of all the chief executives of his state.

Roy Farrell Greene of Arkansas City, Mo., is one of but few American poets who devote all their time to their art.

Frederick Wellington Ruckstuhl has been appointed chief of sculpture of the world's fair. He will have the active direction of the modeling of all sculptural effects at the exposition.

The late Mark Antokolski, the famous Russian sculptor, was the son of a poor Jew at Wilna, where he was born in 1840. His first great success was his portrait figure of Ivan the Terrible, which in 1872 created a sensation in St. Petersburg similar to that of the realistic battle scenes of Vereschagin in later years.

Sienkiewicz, the Polish author, has had more than the usual share of the world's good luck. Not only has he received a magnificent property from his compatriots as a national present in recognition of his genius, but on that property has been found a ferruginous spring for which a firm in Warsaw has already offered him nearly \$5,000.

THE ROYAL BOX.

The sultan of Turkey is an excellent pianist and spends five hours every day practicing. He devotes a couple of hours daily to teaching his daughter how to play.

Victor Emmanuel, king of Italy, has but one extravagant taste. He is an ardent collector of ancient coins, of which he has one of the largest and most valuable aggregations in Europe.

All the English princesses resemble Victoria's side of the house and show uniform lack of good looks, though Queen Alexandra was a remarkably attractive woman in her youth and is even now quite good looking.

The shah of Persia is probably the best chess player of royal blood in the world. Even when in Paris he found time to indulge in the game now and then, but he says that Europeans cannot play it. "It is a royal game, a divine game," he is reported to have said the other day, "but it is a game that was not made for Christians."

RAILWAY TIES.

Ohio has a trolley line which has introduced sleeping cars on its long runs. The railroad companies in the north-west which handle ore are increasing their stock facilities.

The New York Central Twentieth Century express recently made the 147 mile run from Syracuse to Albany in 120 minutes.

So great is the need of locomotives on the Virginia roads that the Norfolk and Western has arranged to erect a two hundred and fifty thousand dollar locomotive shop to build its own engines.

Chicago is watching with interest the building of the new union station for the Lake Shore and Michigan Southern and Rock Island railroads. The train shed is to be 530 feet long and 230 feet wide.

SISTERLY CITIES.

The National Postmasters' association will hold its next convention in Boston, where men of letters are always assured a hearty but dignified welcome.—Denver Post.

Chicago is to have another twenty story building. It is a long distance between Chicago and heaven, and the architects of the lake city believe in putting the space to some useful and profitable purpose.—Kansas City Star.

Philadelphia has lost its boundary line, and a state commission is looking for it. With the company she's keeping of late Philadelphia ought to know enough to nail down her boundary line or else take it in nights.—New York Telegram.

POLITICAL POINTERS.

The wise man never judges a political situation by the length of the twilight procession.—Washington Post.

No politician who has any degree of sense will deny that the women have a powerful influence in the elections.—St. Louis Dispatch.

Fallacious contentions when reduced to their bare analysis are found to be no more than a struggle to get the people's ears out of their native submission and put into the party of convenience.—San Francisco Call.