

# THE DAILY FREE PRESS

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**M. Galt Braxton, Editor and Manager**

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Monday Evening, September 7, 1914

An exchange wants to know "Has Turkey declared war on Russia?" We don't know anything more than what the censor says. His answer is "nit."

The "dead ends" are thought to be the source of the contamination in Kinston's water supply. If so, they ought to be "killed dead," so that there will be no possibility of any further pollution.

We fear our friend Cowan down in Wilmington hasn't the "right" conception of heroism as evidenced by this fling:

"A hello girl stuck to her station in Etain, France, regardless of falling bombs. Maybe she was listening to a conversation over the wire and just couldn't leave."

The city officials have already had estimates and plans made for screening the reservoir at the power plant. It is to be hoped that they will be able to devise the ways and means for getting the necessary funds to do the work, which they say will cost about \$1,000 without much delay.

Winston-Salem has found it necessary to increase its city tax rate from \$1.00 to \$1.20 in order to meet the expenses of the growing city. Fortunately there is virtually an offset in the total taxes to be paid by the citizens of the township in that a short time ago the railroad tax was reduced from 20 cents to 2 cents.

Jailer Belvin, over in Durham, wants the Richmond Journal and other of the liquor organs of the Old Dominion to come down to his town and take a picture of his lone prisoner. The liquorites are not looking for that kind of "scenery" and we would suggest that the picture be made at the expense of public funds and sent to an organ of the white ribboners for early publication.

This is the home stretch for the small boy, the very last week, before that stubbed toe will have to be encased in a pair of new shoes. The discomfort of the toe will be but in keeping with the balance of the boy, though, because the atmosphere and all the environment of the school room will be out of harmony with his idea of things, until he is again tamed down and becomes "used to it" once more.

## AN OUTRAGE OF WAR

Thirty-five thousand wounded Austrians and Russians left on the battlefield to die, is the report. One of the inhumanities of war. Think of the suffering of some of the poor fellows, who are not mortally wounded, will endure among the dead and dying, while they await death from starvation or foul odors. Can't the international society for the prevention of cruelty to animals take some hand in this outrage to civilization and Christianity? If the hospital corps, accompanying the armies, have not time to gather up the wounded, why couldn't there be an auxiliary ambulance crew to follow in the wake of the battles and give relief to the suffering in the last hours of save those not fatally wounded?

## KINSTON WILL WELCOME SCHOOL CHILDREN.

Superintendent Kinsey and the Board of Education for Lenoir county did a very wise thing when they decided to defer the opening of the schools in order that the children might assist in gathering the crops, which are later this year than usual. The term will end correspondingly

late to make up for the late beginning.

Mr. Kinsey announces that he is planning now for the first county commencement next spring. This is a fine plan. Wake county had its first commencement last spring, when all the schools in the county assembled in Raleigh, had a big parade and gathered at the Raleigh Auditorium for their exercises. The city schools all joined in the parade and the sight was a most imposing one. Many of the classes made extra preparation and showed the benefit of special training for the occasion. Kinston will be glad to welcome the boys and girls from every nook and corner of the county, and the teachers, pa's and ma's as well. It will just be a big day and the "keys" of the city will be turned over to the youth of the county.

## ELIMINATE GRADE CROSSINGS

Engineer Glenn of the Southern Railway, makes a plea for caution on the part of automobilists and drivers of other conveyances at railroad crossings, saying that it frequently happens that his train misses killing a party of them just by "the skin of his teeth" and all because these people are reckless and fail to take the little necessary precaution to "stop, look and listen" before crossing a track. The wonder is not that there are so many grade crossing accidents, but that there are so few, when the utter disregard of care is taken into consideration. But then the grade crossing must go. If a man will not take care of himself it is hard to know how to make him do so, and the railroads will find out sooner or later that it will pay to eliminate all grade crossings, in the saving of damage suits arising from accidents, due either to the carelessness of the company or the injured.

## WHAT OTHERS SAY

**BAD IF THEY START WAR HERE**  
 Wilmington Star: "General Dan Cupid conquers all comers. A few days ago he compelled a union between an Austrian reservist and a Russian girl who had captivated the enemy."

## POLICEMAN WANTED

Roanoke Rapids Herald: "A night policeman is badly needed in Roanoke Rapids. From all accounts, some turbulent souls had a 'high old time' on the streets last Saturday night and Sunday morning."

## WILL HISTORY REPEAT ITSELF?

Greensboro News: "It was some twenty years after the event before there was complete knowledge as to the causes of the Franco-Prussian war, and by that time the world had lost most of its interest in the subject. Maybe those guilty of starting the present conflagration in Europe are hoping that history will in this instance repeat itself."

## WE HAVE 'EM, TOO

Greensboro Record: "Mr. J. T. Peele, a former resident of Greensboro, now holding a responsible position with the Southern Bell Telephone Company in Georgia, was a caller at this office today. Mr. Peele is a man who does not show age. When signs appear he thwarts them. He is clearly shaven, even the adornment of his upper lip being sacrificed to being results."

## SEVERAL SURPRISES NOTED

Durham Sun: "The Germans were able to begin their march on Paris the minute that Emperor William declared war. The Russians had to get ready for their march on Berlin, but the Mexicans are getting there now. The Germans expected to whip France and capture Paris before the Russian army was mobilized for the invasion of Germany. The German advance has not only taken more time but met with more obstruction than was expected. And then Austria has been weaker than expected and England was not counted among the allies."

## SORRY FOR YOU—

## WE HAVE BEEN THERE

Elizabeth City Advance: "The Advance is very sorry to come to its readers this week with an apology, but trouble in its mechanical department has made it impossible to get the usual amount of copy into type. This difficulty has been in the way for ten days, greatly embarrassing us and adding to our labors. We ask our friends to be lenient in their judgment at this time and we will

endeavor to atone in future for the faults of the present. Editorial matter will keep; news will not. That's why the editorial columns have to bear the brunt of the present difficulties."

## HELPING THE SMALL FARMER

Winston-Salem Journal: "Editor Clarence Poe thinks that the future of cotton is up to the bankers of the South. If the banks fail to lend money to the one-horse farmer in this crisis, then calamity for cotton is sure to follow, thinks Dr. Poe. He says he realizes that there is not much profit to be made by lending the one-horse or two-horse farmer the amount of money needed to carry over his few bales of cotton, and that the bankers may prefer to confine their loans to merchants, cotton buyers, and wealthy money lenders."

"In the course of a stirring appeal to the bankers of the South to come to the rescue of the farmers, Dr. Poe says: 'Nevertheless, just at this time the prosperity of the South depends upon getting help to this bottom man. A chain is no stronger than its weakest link. If the banks now fail to help the poorest class of farmers, then the markets may be glutted with 'distressed cotton' at the very beginning of the season, satiating the demands of our American mills, compelling low prices throughout all the rest of the marketing seasons and endangering the prosperity of all classes in the South.'

"Moreover, Mr. Banker, we believe this is an opportunity for you to establish a fellowship, a friendship, and a companionship with even the 'humblest' small farmer that will inure to your benefit and his through all the coming years."

## CASTORIA

For Infants and Children  
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## 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 10th, 1914. For catalogue and other information, address

**JULIUS I. FOUST, President,**  
 Greensboro, N. C.

## SOUTHERN RAILWAY

Premier Carrier of the South  
 N. B.—The following schedule figures are published only as information and are not guaranteed.

**Train No. 21, Leaves Goldsboro 6:45 a. m., for Raleigh, Durham, Greensboro, Asheville and Waynesville.** Through train to Asheville handles chair car to Waynesville. Makes connections at Greensboro for all points north and east, and at Asheville with Carolina Special for Cincinnati, Chicago and all western points.

**Train No. 139, Leaves Goldsboro 2:05 p. m., for Raleigh and Durham, and Greensboro.** Handles through Pullman sleeping car from Raleigh to Atlanta, arrives Atlanta 5:25 a. m., making connection for New Orleans, Texas, California and all western points, also connects at Greensboro with through trains for all northern and eastern points.

**Train No. 131, Leaves Goldsboro 5:05 p. m., for Raleigh, Durham and Greensboro.** Makes direct connection at Greensboro with solid Pullman sleeping car train for Washington and all eastern and northern points. Connects also at Greensboro with through tourist sleeping car for Los Angeles and San Francisco.

**Train No. 111, Leaves Goldsboro 10:45 p. m., for Raleigh, Durham and Greensboro.** Handles Pullman sleeping car Raleigh to Winston-Salem. Makes connection at Greensboro with through train for Atlanta and New Orleans, also makes connection for Asheville, Chattanooga, St. Louis, Memphis, Birmingham and all western points.

**H. F. CARY,**  
 Gen. Pasg. Agt., Washington, D. C.  
**S. H. HARDWICK,**  
 P. T. Mgr., Washington, D. C.  
**O. FAYORK,**  
 T. P. A. Raleigh, N. C.  
**E. H. COAPMAN,**

## CHICHESTER'S PILLS



**LABOR DAY EXCURSION TO RALEIGH AND NEW BERN SEPTEMBER 7, 1914 VIA NORFOLK SOUTHERN.**  
 Ask ticket agent for fares and schedule, or address: H. S. Leard, G. P. A., Norfolk, Va. J. F. Mitchell, T. P. A., Raleigh, N. C. E. C. Potter, T. P. A., Norfolk, Va. 8-31 to 9-7

## NORFOLK SOUTHERN RAILWAY

**Sunday Excursion to Norfolk \$2.50**  
 Raleigh, Wendell, Zebulon, Middlesex, Wilson, Farmville, Goldsboro, La Grange, Kinston, and intermediate stations—\$2.25.  
 Greenville, Washington, Plymouth, Vanceboro, and intermediate stations. \$2.25.

Tickets sold for trains leaving Raleigh and Goldsboro Saturday nights due Norfolk 7:30 a. m. Sunday. Returning train leaves Norfolk 9:00 p. m.  
 Spend Sunday at the Seashore.  
**J. F. MITCHELL,**  
 T. P. A. Raleigh, N. C.  
**E. D. KYLE,** H. S. LEARD,  
 Traffic Mgr. Gen. P. A.

## SCHOOL NOTICE

The city public schools will open Monday, September 14, nine o'clock a. m. White children will assemble Saturday, September 12, in the rooms they last attended, for promotion, and to receive book lists; colored children Monday, September 14. The white teachers will meet Friday, September 11, 10 o'clock a. m., at the graded school; colored teachers Friday, September 11, 3 p. m., at their building.  
 Children who become six years old before October 14, admitted September 14. All children must have been successfully vaccinated. The State law requires the attendance of all children between eight and twelve years of age.  
 By order of the Board,  
**BARRON CALDWELL, Supt.**

## DOVER AND SOUTH BOUND RAILROAD

Schedule of Trains Carrying Passengers.  
 Effective Sunday, February 8, 1914.  
 South Bound Trains.  
**STATIONS**  
 7 5  
 P. M. A. M.  
 Lv Dover 4:45 4:45  
 Lv Foy's 5:00 5:02  
 Lv Taylors 5:04 5:06  
 Lv Phillips 5:13 5:17  
 Lv Wimsatt 5:22 5:28  
 Lv Comfort 5:42 5:49  
 Lv Petersburg 6:00 6:10  
 Ar Richlands 6:05 6:15

## North Bound Trains

**STATIONS**  
 6 8  
 A. M. A. M.  
 Ar Dover 7:55 7:55  
 Ar Phillips 7:23 7:27  
 Ar Wimsatt 7:12 7:18  
 Ar Comfort 6:51 7:00  
 Ar Petersburg 6:30 6:40  
 Lv Richlands 6:25 6:35

Trains run daily except Sunday.  
**N. S. RICHARDSON,**  
 Traffic Manager.  
**D. W. RICHARDSON,**  
 General Manager.

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**FLORIDA**  
**FROM KINSTON**  
 Proportionate Fares From Other Points in N. C. Va., and S. C.  
**VIA THE**

## Atlantic Coast Line

THE STANDARD RAILROAD OF THE SOUTH.

TICKETS WILL BE SOLD FOR ALL TRAINS  
**Tuesday Sept. 22**

Limited, returning, to reach Original Starting Point not Later than Midnight of Tues. Sept. 22  
 FOR SCHEDULES, RESERVATIONS AND INFORMATION, APPLY TO  
**D. J. WARD,** Ticket Agent,  
 Kinston, N. C.  
**W. J. CRAIG,** Passenger Traffic Manager.  
**T. C. WHITE,** Gen'l Passenger Agent.  
**WILMINGTON, N. C.**

## The National Bank of Kinston

**REAL PROGRESS HAS BEEN MADE**  
 in business methods, and this bank has kept pace with them.  
 While conservative in the interest of SAFETY, our equipment and business methods are modern. Let us do business together to our mutual advantage.  
 Capital, \$100,000.00  
 Surplus, \$90,000.00  
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