

THE DAILY FREE PRESS

Published Every Day Except Sunday

KINSTON FREE PRESS CO., INC.

H. GALT BRAXTON
Editor and Manager

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SUBSCRIPTION RATES

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1 Month 35c 12 Months, \$4

Monday Evening, October 26, 1914

Mr. Farmer: Remember that Kinston's tobacco market is the best to be had, and getting better every day.

If called upon to referee the European scrap, we would unqualifiedly stop the blows and announce a "draw" without fear of being censured by public opinion anywhere.

The new banking system goes into operation November 16 and it is thought by Secretary McAdoo and other financial experts that it will be the means of affording considerable relief to the South. Here's hoping.

Alfonso and Victoria of Spain are bringing on a small army of princes. Their fourth son arrived Saturday. A great many sons will have to be born to Europe before the numbers, decimated by the terrible carnage now in progress, are again brought to their quota.

Did you read the "address to the people" upon the Amendments, printed in Saturday's Free Press? If not look up your copy and glance over the list of signatures. You'll find, regardless of what party you are affiliated with, the leaders of your clan on the roll. The amendments stand for progress and modernizing. Do you?

It is terrible to contemplate what condition the South, and all other sections of the country for that matter, would have been in by now if the stand patters and Wall Street money sharks had retained control of the country. When you think of the present depression cheer up with the consoling realization that it might have been FAR WORSE.

FREE PRESS TO BE ENLARGED.

The work of erecting our new press begins today and, if all things work smoothly, the first papers will be printed from it the latter part of this or the first of next week. With the new machine a larger paper will come. Seven columns instead of six as at present—columns to be twenty-one inches long instead of twenty as at present. The number of pages will not be increased, but the enlargement will virtually amount to another page of the present size. The speed of the new press is four thousand an hour as compared with one thousand with the present equipment. This will, as it can be readily seen, reduce the press time to a fourth of what it is now and thus enable the paper to be delivered in the afternoons almost an hour earlier than it is possible to do now. The larger Saturday edition will be continued, and the "Troy O' Hearts" series, Margaret Mason's clothes chat, Sheridan's sport letter, Shepherd's war stories and other features will be given. The subscription price will remain the same. With the installation of the new press it will be possible to enlarge the size of the paper as the daily requirements may justify, and the serious handicap that confronts us now in accommodating all the matter which we want to print will be largely obviated.

The policy of The Free Press is to improve its service just as rapidly as good business justifies and the addition of the Cox Duplex press to the splendid No. 8 model Linotype machine, already installed under the new management, represents an investment in new equipment to carry out that policy of more than ten thousand dollars.

FOR SALE—Old Papers in 5c packages. Good for underlaying carpets, packing or wrapping purposes. Free Press. 9-14-14

SENATOR OVERMAN'S SERVICE.

The first general elections for United States senators, under the new law, providing for direct vote of the people, will be held this fall. Many States have voted for their senators for some years, but their choice had to be ratified by their respective legislatures in order to comply with the Federal law. North Carolina will elect on November 3, a senator under the new law. Hon. Lee Slater Overman, the junior senator, is a candidate to succeed himself and he stands on his record, which is a long and most creditable one. Mr. Overman has, like Mr. Underwood and other faithful servants of the people, stayed in Washington "on the job" attending to the work for which he was elected and for that reason has not been able to come to the State and build up his "fences." It ought not to be necessary for him to come. The people like to see and hear their public men, and it is right that they should have such opportunities, but not at the expense of the public work. Senator Overman has done just what he ought to have done in the circumstances, and the electorate of the State should show its appreciation of a worthy and faithful representative by giving him a "handsome" vote.

The Asheville Courier, edited by District Attorney W. C. Hammer, reviewed Mr. Overman's record in a recent issue, pointing out the valuable service that he had rendered, and the ranking position among his colleagues to which he had attained. This is but one of the many endorsements that have been given him. President Wilson has taken occasion to speak in behalf of Mr. Overman, paying him a splendid compliment and expressing a wish that the people of North Carolina rally to his support in the coming election. Senator Overman has served the State since 1901 and now is ranked by only four Democratic senators. He is the chairman of one of the Senate's most important committees, namely "The Judiciary," and is in position to give the State great and powerful service. Let the people endorse him with a very positive assurance of their full appreciation of his work.

WHAT OTHERS SAY

AVOID THE SHARPERS

Progressive Farmer: "We again urge that farmers who can do so hold cotton in the seed and that farmers who wish to borrow on cotton see their local banks. Where banks will lend the rate is lower than on loans obtained through other parties."

FOOD FOR THOUGHT

Winston-Salem Journal: Officers of the law are usually just as strict in the enforcement of the law as the people want them to be. The people invariably have just such officers as they want.

PASS IT ON WHEN YOU GET IT?

Richmond News Leader: "We were glad yesterday to print a letter from a correspondent who called attention once more to the familiar nuisance of sweeping the sidewalks during hours when thousands of citizens must breathe the dust into their lungs. We have protested again and again that this custom was at once discomforting and unsanitary, but we have been met with the answer that the city ordinance which requires this sweeping to be done before 8 a. m. is so carefully drawn as to be inoperative."

"This, however, is no reason why we should tolerate a nuisance which most cities have long ago abated. We have councilmen who have the public interest at heart and can draft ordinances which will stand the test of the courts. We feel sure that these councilmen will be serving their constituents and will be accorded the thanks of the public if they will correct the defect and give us an ordinance prohibiting the sweeping of sidewalks after an early hour of the morning."

"Must Richmond always remain one of the dustiest cities in America?"

TO RUN DOWN GERMANS'

DESTRUCTIVE MEN-OF-WAR
London, Oct. 23.—The admiralty tonight issued a statement outlining steps that are being taken to round up the eight or nine German cruisers at large in the Atlantic, Pacific and Indian Oceans. These cruisers include the Emden, which has sunk or captured twenty British vessels to date in the Indian Ocean, and the Karlsruhe, which has taken thirteen British ships in the Atlantic.

NOTICE.

Valuable Tract of Land For Sale.

By virtue of a judgment of the Superior Court of Lenoir County, rendered at the June term, 1914, in a certain proceeding therein pending, wherein C. M. Jordan and wife, Sophia A. Jordan, Agnes A. Broadway, Mary Faulkner, James West and others were plaintiffs, and I. Frank Faulkner was defendant, I will sell at public auction for cash at the Court House door, in the city of Kinston, Lenoir county, North Carolina, on the 2nd day of November, 1914, the same being the first Monday in November, between the hours of 12 and 1 o'clock, p. m., the following described tract of land, lying and being in Kinston township, Lenoir county, N. C., adjoining the G. K. Bagby and W. C. Fields lands: Beginning at a hickory stump and runs north 15 W. 184 poles to a pine, thence N. 74 W. 68 poles to a stake in the back line, thence S. 21 1/2 W. 214 1/2 poles to the avenue, thence with the avenue S. 65 E. 21 poles to the end of the Old Lane; thence S. 75 1/2 E. to a stake in the Dunn line, thence with the said Dunn line N. 60 E. to the beginning, in the whole tract, 178 acres, more or less, the same being the lands conveyed to W. E. Faulkner on January 31st, 1870, by John Tull and wife, of record, in the office of the Register of Deeds of Lenoir County, N. C., Book 7, page 208.

There being excepted, however, from said described tract of land 44 acres, more or less, which was conveyed by deed, dated November 21, 1901, to I. Frank Faulkner by said W. E. Faulkner and wife, and is thus described: Beginning at a stake on the east side of the A. C. L. Railroad, in the Dock Wallace line, and runs with said railroad S. 64 W. 134 poles, thence S. 4 W. 27 poles to the County Road, thence with said County Road S. 81 E. 87 1/2 poles to a ditch, Phillips' line, thence N. 67 1/2 E. 74 1/2 poles to said Wallace corner, thence with said Wallace line N. 28 1/2 W. to the beginning.

The said lands are sold for division among the heirs at law of said W. E. Faulkner.

This the 20th day of September, 1914.
Y. T. ORMOND,
Commissioner.

NORFOLK SOUTHERN RAILROAD

Notice to Shippers and Receivers of Freight in North Carolina:

The new freight rates, both local and joint, made effective by the laws of North Carolina, October 13, 1914, are on file with all agents of this company.

Agents will furnish, upon application, full information as to these rates.

E. D. KYLE,
Traffic Manager, Norfolk, Va.
J. F. DALTON,
Asst. Genl. Frt. Agt., Norfolk, Va.
10-19-33t

SOUTHERN RAILWAY COMPANY

To Shippers and Receivers of Freight in North Carolina:

Attention is called to revised tariffs containing rates for the transportation of freight between points in North Carolina, effective October 13, 1914. These tariffs are issued in accordance with the decision of the Special Rate Commission, dated August 13, 1914.

All freight tariffs of the Southern Railway Company in conflict with the provisions of this order have been canceled or revised to conform to the rates, rules and regulations prescribed by the Special Rate Commission.

Special attention is called to the fact that in the application of this new law, many important changes and new conditions are brought about, the knowledge of which is essential to every shipper and receiver of freight in North Carolina. Ordinarily there is but one rate between any two points within the State. Under the new law there will be as many rates between two given points as there are available routes between such points. A new basis for making joint rates with other lines is provided and the shipper has the right to select the shortest available route. Some of these routes, while physically shorter than others, are longer from the standpoint of efficient service, and the movement of freight via these unusual routes will necessarily require more time than if sent via more efficient routes.

Shippers should in all cases insert in the bill of lading the route over which it is desired that the shipment move. If shipments are tendered to agents of this company and destined to a point on its own line, but without specific routing instructions, it will be assumed that it is the desire of the shipper that the shipment move over the Southern Railway at its lawfully established rate, even though a lower rate may be in force via another route. For further information apply to the agent of this company at this station or to the following officers:

MR. HAMILTON BAXTER,
Div. Frt. Agent, Greensboro, N. C.
MR. J. H. ANDREWS,
Div. Frt. Agent, Raleigh, N. C.
MR. A. K. ORR,
Div. Frt. Agent, Asheville, N. C.
MR. H. A. PARKER,
Commercial Agent, Charlotte, N. C.

NORFOLK-SOUTHERN RAILROAD

ROUTE OF THE "NIGHT EXPRESS"

(Schedule in Effect October 4, 1914.)
N. B.—The following schedule figures published as information only, and are not guaranteed.

TRAINS LEAVE KINSTON:

East Bound
11:21 p. m.—"Night Express," Pullman Sleeping Cars New Bern to Norfolk.

7:50 a. m.—Daily for Washington and Norfolk. Connects for all points North and West. Parlor Car Service between New Bern and Norfolk.

4:41 p. m.—Daily for Beaufort and Oriental.

West Bound
5:40 a. m.—Daily for Goldsboro.
10:28 a. m.—Daily for Goldsboro.
7:35 p. m.—Daily for Goldsboro.

For complete information or reservation of Pullman Sleeping Car space, apply to W. J. Nicholson, Agent, Kinston, N. C.

H. S. LEARD,
General Passenger Agent.
J. D. STACK,
General Superintendent, Norfolk, Va.

Z. V. MOSELEY, M. D.
Physician and Surgeon
Office next to Lenoir Drug Co.
Office hours:
9 to 11 a. m. Phones:
3 to 5 p. m. Office, 478
8 to 9 p. m. Res. Phone 113

DR. F. FITTS
Osteopathic Physician
Over Kinston Ins. & Realty Co.
Office hours: 9-12, 2-6
Nights and Sundays by
Appointment.
Examination Free—Phone 80

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New Bern, N. C.

The National Bank of Kinston



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in business methods, and this bank has kept pace with them.

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