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TUESDAY EVENING, FEBRUARY 2, 1915

Municipal jobs are very much in demand down in the Palmetto State, according to the following comment of the Rock Hill (S. C.) Herald: "Citizens of Greenwood manifest no 'retiring disposition' when the matter of filling municipal offices comes up for consideration. There are four candidates for mayor in that little city and fifteen candidates for aldermen with six places to be filled."

The Raleigh News and Observer says: "It seems that old Carranza knew what he was about when he moved his seat of government to Vera Cruz. As a result he is able to secure more of the sinews of war than any of the other presidents of Mexico." Yes, and, as The Free Press has before said, Vera Cruz is about as handy a place as could be found for him to make his departure, when the time comes for the "old scout" to join the "bird gang" of ex-presidents of Mexico, now sojourning for their health in foreign lands.

Senator Smith, one of the endurance wind-jammers of the minority filibuster, had the boards all to himself Saturday. He quoted many "facts and figures" alleged to show that the country is going to the dogs under Democratic administration. He "defied" the Democrats to refute his statements. They didn't accept his challenge because they knew there was no use. The people are not going to be fooled into thinking the Democratic tariff is responsible for dull times. They know that the rate of tariff has no bearing on the situation whatsoever. The scarcity of imports since the outbreak of the European war has all but nullified the tariffs and it would make no difference what the rate was. The Democrats are doing their best to restore international commerce as much as possible by providing bottoms for its convenience, and if the Republicans will cut down their flow of "hot air" something may be done in that direction.

PROSPERITY KNOCKING LOUDLY AT PITTSBURGH'S DOORS.

The special United Press story from Pittsburgh, printed in The Free Press Monday afternoon, regarding the industrial improvement there is very encouraging. Many of the larger plants are now working on full time. The return of prosperity is denoted by the lack of idle people on the streets. The newspaper bulletins are being patronized by few as compared with the large numbers noted a few weeks ago; and this is due to the fact that many of the onlookers were steel workers, who were eagerly watching the news to glean some ray of hope from the war or dull times headquarters. These workers are now putting in full time at the mills and drawing good pay. It is to be noted, too, that these men are dressed better and look better in every way. The indications that the mills have a good steady run ahead of them are exceedingly favorable and pretty soon those Republican mudslingers will just be forced to take water about the things they are saying about the administration's failure. That is if it is possible to get one of those old stand-patters to acknowledge he is wrong.

When the steel mills begin to hum, it is always safe to predict that industrial conditions will improve generally. The products of the steel mills are not made just for the making. They are to be shipped to other parts of the country to go into the construction of buildings, machinery, railroads and all sorts of work that affords labor a chance. The report from Pittsburgh is exceedingly gratifying.

IT OUGHT TO BE POSSIBLE TO SATISFY THE "FIGHTERS."

Some of our contemporaries are inclined to be somewhat pessimistic about the prospects for England's continued interference with our shipping. Some are suggesting that the ships, proposed to be purchased, will be of no service if England will not permit us to use them, and others are suggesting that the proper thing to do is to load our ships, consign them to enemies of England and

have our navy escort them across the seas. That is going a little too far. The administration has been exercising a great deal of patience with England, but the situation is nothing like the breaking point, and there is no apparent reason for this country removing itself from the basis of arbitration by defying any of the world powers to shoot at our flag. England is bluffing, and will continue to do so to the limit, but England is not anxious to engage the United States in war, nor is she anxious to engender the enmity of this government or the prejudice of her citizens. The Free Press believes that President Wilson and his advisers will see to it that the rights of this country are protected, and will not allow England or any of the other countries to interfere with our affairs or those things that concern our citizens, when we are in the right. Take for instance, the controversy over the ownership of the Dacia. It is not to be presumed that the owner of that ship allowed it to sail from its moorings in Galveston just to be made a prize of war. He has evidently had the assurance of the government that it would stand back of him, and see that his rights are protected. There seems to be no international law which would prevent England from taking the ship and holding it until the disputed points have been settled, but then the cargo will be forwarded promptly, it is said. The position of England has been greatly magnified by the Republican filibusterers, who seem to have very little regard for their reputation as to veracity. The war advocates ought to go over to some of the belligerents and enlist. There is a well founded suspicion that when their term of service was out, if they lived to finish it, that the administration's peace program and refusal to be swept off its feet by the howls of some, would receive their full and unqualified endorsement.

BOND ISSUE FOR GOOD ROADS

The Free Press printed an interview Monday with County Commissioner Wood on the proposed bond issue for good roads in Lenoir. Mr. Wood expressed considerable doubt about the advisability of issuing bonds, but said he was open to conviction. He figures that at the present rate of construction Lenoir will enjoy a model system of highways within six or eight years. In this regard Mr. Wood takes a much more rosy view of the situation than did his colleague, Mr. Churchill, a few weeks ago. The latter's estimate was that it would take twenty and possibly more to complete the system, unless bonds were issued. Mr. Wood says that practically all the country people are opposed to bonds and he further thinks that the present method of construction is much more satisfactory than by contract. He alleges that the worst strip of new road in the county is one that was laid according to government specifications. The amount of money available should not necessarily affect the method of construction. It should seem entirely within the range of possibility to have the same supervisor, if his work is more satisfactory because of his intimate knowledge of the peculiar soil conditions here, superintend the construction on a larger scale, if bonds were issued. There is a serious question whether it is the part of wisdom and economy to defer the completion of the county's highways for six or eight years, admitting that Mr. Wood's estimate is correct. That the country people should be opposed to a bond issue is due, no doubt, to the fact that they have failed to take into consideration the increased tonnage that they could haul to the markets with much less hurt to their stock, and by reason of the accessibility to their lands, the consequent enhancement in value. Good roads are not luxuries; they are necessities and those communities, which are backward in the matter of road construction are apt to fall behind the procession. Lenoir is not going to fall behind, for that is not her wont.

WHAT OTHERS SAY

MAKING EXIT MORE EASY

Brooklyn Citizen: "One improvement to minimize danger in subway accidents proposed by Manager Hedley is the widening of the emergency exits. This would prevent fires when a short circuit occurs, but might facilitate the escape of the passengers when the car doors are opened."

ADVICE WORTH HEEDING—EVERYBODY!

Greenville Reflector: "The man who was robbed Friday while counting his money did not show good judgment in two particulars. First, it would have been part of wisdom to have left his money in the bank, where it would have been kept safely for him. Second, as long as he did not have his money in the bank, but decided to carry it home, he should not have been counting it in the presence of negroes and tempting them to rob him."

ASK THE RALEIGH TIMES WHY?

Winston-Salem Journal: "If Congressman Pou recommends Mrs. Aycock for appointment as postmaster at Raleigh he will win the applause of the people of the entire State and satisfy all factions in Raleigh, except, possibly, a few of the Gatliff crowd. We really are at a loss to understand the Congressman's delay in naming Mrs. Aycock for the place."



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Tired! Are you tired? run down? nervous? Is everything you do an effort? No! It is not laziness. You are ill. Your system needs a tonic. Your Stomach, Kidneys and Liver need stirring up. Nothing will do this better than Electric Bitters 50c. and \$1.00 All Druggists

CHICHESTER'S PILLS THE DIAMOND BRAND. Relief for your Druggist or Chemist. This is Red and Gold metallic pills, coated with Blue Ribbon. Take no other. Buy of your Druggist. Ask for CHICHESTER'S DIAMOND BRAND PILLS. 25 years known as Best. Sold. Always Reliable. SOLD BY DRUGGISTS EVERYWHERE

YOUR COLD IS DANGEROUS BREAK IT UP—NOW

A Cold is readily catching. A run-down system is susceptible to Germs. You owe it to yourself and to others

of your household to fight the Germs at once. Dr. Bell's Pine-Tar-Honey is fine for Colds. It loosens the mucus, stops the cough and soothes the lungs. It's guaranteed. Only 25c at your druggist. adv

The National Bank of Kinston



EAT 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

"THE OLDEST AND STRONGEST BANK IN THE COUNTY."

MARKETS

TODAY'S QUOTATIONS

PRODUCE

Wholesale Prices Reported by the Kinston Peanut Company

Pork	12 1/2
Lard	14
Bacon, side	15
Bacon, ham	20
Bacon, shoulder	15
Corn, bushel	80
Potatoes, sweet	60
Eggs	20

Country butter	30
Hens, pound	10
Broilers, pound	12 1/2
Roosters, apiece	25

TODAY'S

COTTON MARKET

New York, Feb. 2.—Today's cotton futures quotations were:

	Open	Close
March	8.61	8.69
May	8.88	8.98
July	9.08	9.13
October	9.32	9.37
December	9.44	9.50

Local Sales Today: About 25 bales at 6 to 8 cents.

BLACK WHITE TAN

2 IN 1

Whether the Shoes be Black, White or Tan—2 in 1 Gives the Shine that Won't Come Off on the Clothes—Brilliant—Lasting. The "Easy-Opening" Box, 10c.
THE F. F. DALLEY CO., LTD., BUFFALO, N. Y., HAMILTON, CAN.

SHOE POLISHES

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, Va.
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.

CAROLINA RAILROAD
TIME TABLE NO. 1
Effective October 4, 1914, 6:00 a. m.
First class freight and passenger South Bound North Bound
332 333
Daily, STATIONS Daily, A. M. P. M.
7:35 Ar Kinston Lv. 5:00
7:29 Hines Junction 5:07
7:16 Pools 5:21
7:11 Dawson 5:32
7:01 Glenfield 5:42
6:55 Suggs Siding 5:50
6:45 Lv Snow Hill Ar 6:00
All trains governed by the Norfolk Southern rules while using the track from Kinston to Hines Junction, and subject to the orders of its superintendent.
The above schedule is given as information only, and is supposed to be the time that trains will arrive and depart, but it is not guaranteed.
WM. HAYES, General Superintendent
R. A. HONEYUTT, Superintendent
Kinston, N. C.
G. A. JONES, F. & P. A. Snow Hill, N. C.

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