

THE DAILY FREE PRESS

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THURSDAY EVENING, JULY 13, 1916

And Jimmie Cowan hasn't said a word about Wrightsville! Do you believe it?

We apprehend that if there was as much hog choiera in any community as there is evidence of typhoid infection in Kinston, several experts would have already been on the job to save the valuable swine.

Under the law ships cannot put to sea from an American port without the requisite number of registered seamen. We don't know whether the boys who brought the Deutschland across are registered or not, but if ability counts for anything they are entitled to registration.

The rank and file of the Bull Moosers are forced to cast their lot so far as the selection of the President is concerned, either with their ancient enemies of the "stand-pat" brigade, or move forward and vote for Mr. Wilson. However, they still have a Vice-President and a platform of their own first choice.

The Greensboro News wants to know where the best people of the Kinston vicinity stand with reference to law enforcement. The best people of this vicinity stand just where the best people of Greensboro and the best people of every other vicinity stand. They are unequivocally for law enforcement.

Last year when the editors of North Carolina gathered for their annual "pow-wow" at Montreat they had as their guests the fellows from the Palmetto State, and the visitors proved to be fine company, and added much to the pleasure of the occasion. Expressions of regret are being heard at this year's meeting owing to the fact that joint sessions could not be arranged for this year.

HOW MUCH BETTER WOULD IT BE?

One of Lenoir's well-to-do farmers informed The Free Press a few days ago that he expected to ship a carload of hogs to some nearby market this fall. Undoubtedly this will be an event worthy of congratulation and one which will bring favorable comment for this section.

How much better would it be, however, if this progressive farmer could bring to Kinston a carload of hogs and dispose of them here or find facilities here for slaughtering and packing instead of having to send this stock, possibly, out of the State for the larger profit to be gained by some other community, which has made such provisions?

THE INSURANCE WORTH THE PREMIUM.

Unless there is an intelligent investigation by competent health authorities the source of typhoid fever, which is now prevalent in this section, cannot be determined. Health experts proclaim the scourge to be a creature of filth, and positively preventable when proper precautions are observed. It is a known fact that the germ is taken

into the system through the mouth, more commonly through water or milk. The germ can be conveyed by flies to vegetables, fruit and other eatables, which are exposed, and for that reason there is necessity for the greatest precaution in the handling of cases and for the free use of germicides with everything used in connection with the sick room.

Those families where the disease has developed can render service in preventing its spread by exercise of due care. The best and safest steps perhaps for those, who have not been afflicted, is to take the anti-typhoid treatment. This has been found to give immunity in the very large majority of cases. The serum is furnished to physicians without cost by the State Laboratory. There is some discomfort occasioned by the administering or at least the effects of the dose, but such ill effects are insignificant indeed, when compared with the real thing. The insurance is well worth the premium.

WHAT OTHERS SAY

"DAVID" TO "DEUTSCHLAND."

Richmond News Leader: "Twelve years ago and only twelve separated the Clermont from the Savannah—the first practical steamship from the first transatlantic liner. Fifty-three years separate the David, the first steam submarine, from the Deutschland, which raced yesterday into the harbor of Baltimore. In admiration of the latter fact, therefore, we will do well to avoid superlatives. The journey which a German completed a Southerner forecast: the accomplishment has been merely a question of time.

"But when we say that it took fifty-three years to perfect the submarine for a voyage across the Atlantic, we are, of course, speaking historically. The cunning labors of Confederate engineers, which gave the world the first true submarine, were laughed at by the thoughtless and ignored by the learned. And when one of the early Davids was lost in a successful attack on the Federal Housatonic, wisecracks prophesied the dream of under-sea attacks would never be fulfilled. Not until Holland built his first submarine in 1877 were the early discouragements overcome; and not until ten years later was the government sufficiently interested to invite plans for the construction of a war submarine. In 1903 the United States formally authorized for the first time the building of a submarine, the Plunger. That historic little craft was only 85 feet long, with a diameter of 11 1/2 feet and a displacement of 168 tons. Thus in only one year more than it took to develop the Savannah from the Clermont, a vessel almost three times as long as the Plunger, and with a displacement about five times as great, has passed the British cordon, crossed the Atlantic and docked at the head of the Chesapeake. Every man who admires daring will salute the crew and every man who respects ingenuity must applaud the resourcefulness of the German shipbuilders. Truly they find a way out of every difficulty.

"At the same time, it is foolish to say that the Deutschland ends the blockade of German ports. One swallow does not make a summer and one transatlantic submersible merchantman cannot supply the needs of a nation. The Deutschland will carry back many spies' reports, much mail, much money and some rubber and nickel: a hundred Deutschlands could not land in German ports as many goods as are unshipped every day in Great Britain under the protection of the fleet. Besides all this, the economy of the service, the length of time consumed on the journey and the wear and tear on boat must all be considered before the submarine can be considered as a commercial possibility. At present the Deutschland represents merely a very convincing evidence of German seamanship and a very striking taunt to their enemies.

"No international difficulties are probable as a result of the arrival of the Deutschland. If she is unarmed, or is armed only for defense, she has as much right—and as hearty a welcome—in American waters as any ship of the Allied Powers. Our neutrality is as unfeigned as it is impartial. Nor will the vessel be in serious danger from the British cruisers off our coast. To follow her course, when submerged, beyond the three-mile limit, the men-of-war would have to employ hydroplanes, and even then they could not destroy her readily. If she passes out at night, the Deutschland will have only accidents to fear until she reaches the British coast. Then, we may be sure, the Allies will attempt to snare her, but, we suspect, in vain.

"No wonder they call her the Diving Dutchman!"

UNCLE SAM'S NATIONAL EMPLOYMENT BUREAU IS OPEN FOR WOMEN NOW

Washington, July 13.—Uncle Sam's all ready to help his women and girls get jobs.

Organization of the recently created Women's and Girls' division of the United States employment service of the Bureau of Immigration now is on a working basis, Commissioner General of Immigration Caminetti announced here today.

Branches of this bureau have been established in all the leading cities of the country. They are in charge of women. Uncle Sam's investigation disclosed that women and girls don't like to deal with men when they go to an employment bureau, that's why.

The service stations will give special attention to the requests of women wage earners for work and to meeting the demand for female help in rural as well as urban communities.

If a woman in Des Moines wants a job in Kansas City, but doesn't know much about conditions down there, she will be told by the bureau. Detailed information about pay, hours and general conditions will be placed at her disposal by the bureau.

SOUTHERN RAILWAY

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 Greensboro. Handles free chair car from Raleigh to Atlanta, 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. 139—Leaves Goldsboro 2:00 p. m. for Raleigh, Durham and Greensboro, making connection for all points north and east, and at Asheville with Carolina Special for Cincinnati, Chicago and all western points.

Train No. 111—Leaves Goldsboro 10:35 p. m. for Raleigh, Durham and Greensboro—Handles Pullman sleep-through train for Atlanta and New Orleans, also makes connection for Asheville, Chattanooga, St. Louis, Memphis, Birmingham and all western points.

Train No. 131—Leaves Goldsboro 5:00 p. m. for Raleigh, Durham and Greensboro, making connection for Washington, Baltimore, Philadelphia, New York and points South and West. J. O. JONES, Traveling Passenger Agent, Raleigh, N. C.

NORFOLK SOUTHERN

Operates Passenger Trains from North Carolina into Terminal Station, Norfolk, without Transfer.

N. B.—The following schedule figures published as information only, and are not guaranteed.

SUMMER EXCURSION TO NORFOLK, VA. JULY 18, 1916

VIA NORFOLK SOUTHERN. Exceptionally low round trip fares. Exceptionally low round trip fares. Tickets on sale July 18th. Good returning July 20th. Two days at the seashore. Visit Virginia Beach and Cape Henry. Ocean resorts of rare beauty.

Consult your ticket agents, or write, H. S. LEARD, G. P. A., Norfolk, Va.

CONFEDERATE VETERANS' REUNION

Wilmington, July 26 and 27

This will be one of the most attractive events to be held in the Seashore City this year and the Exceedingly Low Excursion Fares with a comparatively long limit offered by the

ATLANTIC COAST LINE The Standard Railroad of the South, Will put within the reach of all, in addition to meeting the Veterans and Sons of Veterans and their families, A TRIP TO

Wrightsville Beach, Carolina Beach, and Southport,

At one of the most attractive periods. Tickets will be sold from Kinston on July 25th and 26th, and for trains scheduled to reach Washington at or before noon of July 27th, limited return to reach original starting point prior to midnight of Monday, July 31, 1916.

\$4.25 FOR THE ROUND TRIP. or \$2.50 Via N. S. R. R., Goldsboro and A. C. L.

Children five and under twelve years of age half fare. Proportionate fares from all points in North Carolina.

For tickets, schedules and information apply to D. J. WARD, Ticket Agent, Kinston, N. C.

\$2.50 KINSTON TO RICHMOND AND RETURN TUESDAY, JULY 18TH

Best excursion of the year. Don't forget the date. This is an opportunity you cannot afford to miss. Train leaves 7:50 a. m. and leaves Richmond, returning, 8 p. m., July 19th.

VIA ATLANTIC COAST LINE. General Passenger Agent. T. S. WHITE, W. J. CRAIG, Passenger Traffic Manager.

ONE SOLID WEEK Commencing Monday JULY 17TH

William Todd

Vaudeville Show KINSTON N. C.

ONFIELD'S LOT ON GORDON STREET

ADMISSION TO ALL 10c

J. P. MITCHELL, T. P. A., Raleigh, N. C.



Reduced Prices on All Summer Goods

Now is the time to save money on your purchase

Low prices on all clothing, Underwear, Hats and Shoes.

We still have a few Ladies Parasols left

Bring the children, and see how well we can fix them us, with little outlay.

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OAK RIDGE, N. C. T. E. WHITAKER, Sec., Treas. An old-fashioned Southern school dating from 1852. In its long history it has enrolled thousands from the Carolinas and adjoining states. Preparation that opens the way to bigger accomplishments in college, business, and life. 350 acres in campus, athletic grounds, orchards and farms. Modern school buildings. Steam heat and showers. Library. Active literary societies. Healthful, accessible location near Greensboro. More than a thousand feet above sea level. Same, moral influences. Courses thoroughly covering literature, science, teaching, business, music and athletics. All male teachers. Discipline mild but firm. Costs reasonable, \$275 for the year. Full session opens September 5, 1916. Write early for illustrated catalogue. Address: OAK RIDGE INSTITUTE, Oak Ridge, N. C.

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MIKE THE MESSENGER HIS FIRST NIGHT IN A SLEEPER. BY WALT DESMOND.

