

THE DAILY FREE PRESS

(United Press Telegraphic Reports) H. Galt Braxton, Editor and Manager

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FRIDAY EVENING, AUGUST 11, 1916

Hog and hominy, home-raised, is the best antidote for the proposed ten cent bread.

If the railroads decline to give an inch and the employes do likewise, the question remains whether the mediators can furnish a link long enough to bridge the chasm.

The action of the Republican caucus in declining to endorse the proposition for adjournment of Congress in September will probably have little weight if the Democratic caucus decides that it is time to quit.

The true old saying "an ill wind that blows nobody good," is being exemplified in the encouraging reports which come from the tobacco markets, which have already opened to the south. The Fairmont market reports the sale of one load for \$533.00, an average of 40c a pound, and active buying at good prices is the word, which the Lumberton Robesonian is sending out concerning its market. The flood's devastation is shooting prices skyward.

How the mighty have fallen! One who is familiar with the baseball records for the past decade can hardly believe his own eyes when gazing upon the percentage of the American League and see there reposing at the foot of the column, with the ignominious percentage of 192, the great machine of Connie Mack, once heralded as the greatest fighting team the world of baseball had produced. Twenty consecutive defeats is in itself some record and Connie is, therefore, still in the game of making records.

Our friends of the Interstate Commerce Commission are up against a tough nut when they tackle President Milton H. Smith, of the Louisville and Nashville Railroad, the political activities of which road are now subjects of investigation. The Louisville and Nashville for years has exerted a political influence, which had to be reckoned with in the states traversed by its lines, and the many efforts to break its hold have produced some spectacular fights. One of the most interesting of which was that of the State of Alabama during the administration of Governor Comer. The State finally won, but it had to travel a rough road of injunctions and other obstacles before Czar Smith was conquered. With all his political activities his railroad is accredited as one of the ablest managed in all the country.

FIFTY-SIX POUND HAM—A LENOIR PRODUCT. Lenoir county should be proud that it has farmers who are raising and selling on the local market fifty-six pound hams, such as was reported in yesterday's news columns of The Free Press, when Mr. Jerre Sutton of the Buckleberry section sold a magnificent specimen of such proportions in Kinston. The hog, from which the ham was taken, weighed five hundred and eighty-five pounds, and any county in the State, or any other State, for that matter, would be proud to produce such stock. Hog raising in Lenoir county is becoming more and

more the "fashion." The progressive planters are learning that there is good money in hog raising, when good stock is used. The razor-back scrub is not in favor any longer. The blooded pigs are rooting the "acorn chaser" out of the place that he used to occupy. The Free Press hopes to see the day in the not too distant future, when it will not be an uncommon sight for quantities of home-raised and home-cured meats to be brought to the local market and find here a ready sale. A little intelligent co-operative effort will turn the trick.

BUT THE COLONEL COULDN'T DELIVER.

Colonel Roosevelt missed his guess when he concluded that he could deliver bag and baggage in toto his followers of the Progressive party to the standpat brigade, which he deserted in 1912. The conventions of the Republicans and Progressives did all they could to effect a union. The delegates assembled at Chicago with the express purpose of forming a harmony coalition and after several days of parleying they failed to agree upon a compromise candidate, and Mr. Roosevelt was nominated again to lead the Progressives. Their feelings were rudely shocked when he coolly declined the nomination. They were left adrift—a party without a head. Mr. Roosevelt played a smooth game but he failed to deliver the goods.

The Free Press predicted at the outset that a large number of those who cast their ballots on the Progressive national ticket in 1912, were the independent voters of the country, and that they would not in large numbers fall for such political tricks as the Colonel had tried to pull off. It has been apparent from the very outset that a great number of the Progressives would not follow their leader in his retrograde action. They had the alternative of going back to a party which they left, many of them at least, because that party did not represent modern thought and was not keeping step with the progress of the times; or on the other hand of casting their fortunes with the party, which has by actual accomplishments demonstrated that it is abreast of the times, and that it can cope with the changing panorama of world events and conditions.

The declaration of Mr. Matthew Hale, Acting Chairman of the Progressive National Committee, endorsing President Wilson's administration and declining to support Mr. Hughes' party is but an evidence that such prediction was well founded. Mr. Hughes' party has nothing to offer the progressive and modern thought of the country. The Hughes party is carrying a millstone by its continued subservience to the will and dictates of that notorious coterie of stand-pat bosses. Mr. Hale's action in coming into the Democratic fold, is but one of the many that will follow. Mr. Wilson will share, we believe, most satisfactorily in the support of the erstwhile Moozers.

WHAT OTHERS SAY

TOBACCO WILL SELL HIGH. Winston-Salem Journal: "Unless all signs fail the price of leaf tobacco will be higher on the Winston-Salem market this year than it has been in fifty years, not even excepting the record-breaking year of 1913. The Southern Tobacco Journal says:

"Judging from the prices of tobacco on the opening sales in South Carolina, our prediction as to prices the coming season will come true. From all the information at hand prices were more than a hundred per cent. in advance of last season, on opening sales. An average of from thirteen to fifteen cents for first curings means, of course, a greater average for the remainder of the crop. We will not be surprised if prices for the entire crop in the United States do not approach the prices of 1913, when tobacco sold for a higher average than it did for fifty years, with the exception of one year. There is going to be a disposition on the part of farmers to rush their tobacco to market as rapidly as possible. The South Carolina crop will be practically all sold by September 1. In the meantime farmers should be as careful as possible in handling their tobacco, and market it in as good condition as possible."

"Fortunate indeed will be the tobacco farmer who was able to conquer the drought and wet weather and plant and cultivate a good crop. However, his good fortune is made possible by the ill fortune of hundreds of other farmers who were unable to find plants to set in the spring, or having found the plants, later had their crops destroyed by the flood. The short crop for which the drought and flood are responsible is in a large measure, the cause of the prospects for high prices in this city next fall

and winter." EVERLASTINGLY RIGHT. Clinton Democrat: "In his charge to the grand jury on Monday Judge Devin said: 'The ideal of our civilization is the home, with a mother and father who love each other and rear their children to fear God and love their country.' He is everlastingly right."

PLANT PECANS

Until my own nursery stock is large enough to put on the market I will sell from the largest and best Pecan nurseries in Georgia, all the best Pecan trees grown. The stock is sold to me under a guarantee I guarantee to purchasers. Am ready at all times to give expert advice to all who are interested in Pecans, whether they buy from me or not.

H. O. HYATT

Kinston, N. C.

ANNUAL SUMMER EXCURSION

—TO— BALTIMORE, MD., WASHINGTON, D. C., NORFOLK, VA., AND VIRGINIA BEACH, VA.

Tickets on sale August 15th. Final return limit September 1st.

Table with columns for destinations (Balto., Wash., Md., Va., Ph D. C.) and fares for various stations like Bayboro, Beaufort, Farmville, Fayetteville, Greenville, Kinston, LaGrange, Morehead City, New Bern, Raleigh, Wendell, Washington, Wilson, Zezulon.

Proportionate low round trip fares from other stations. Ask your ticket agent for additional information, or write the undersigned.

H. S. Leard, G. P. A., Norfolk, Va. J. F. Mitchell, T. P. A., Raleigh.

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.

TRAINS LEAVE KINSTON

East Bound: 11:21 p. m.—"Night Express," Pullman Sleeping Cars New Bern to Norfolk. Connects for all points North and West. Parlor Car Service between New Bern and Norfolk. 7:50 a. m.—Daily, for Beaufort, New Bern and Norfolk.

West Bound: 5:40 a. m.—Daily for Goldsboro. 10:03 a. m.—Daily for Goldsboro. 8:14 p. m.—Daily for Goldsboro.

For further information or reservation of Pullman sleeping car space, apply to W. J. Nicholson, Agent, Kinston, N. C.

E. D. KYLE, Traffic Manager, Norfolk, Va. H. S. LEARD, General Passenger Agt., Raleigh, N. C.

Train No. 21—Leaves Goldsboro 5:45 a. m., for Raleigh, Durham, Greensboro, Asheville and Waynesville. Through train to Asheville.

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SOUTHERN RAILWAY

Train No. 21—Leaves Goldsboro 5:45 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 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. 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. Agent, Raleigh, N. C. J. O. JONES, Traveling Passenger

FOR SALE!

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Dr. Albert D. Parrott Physician and Surgeon Kinston, N. C. Office Back of Hood's Drug Store

VACATION EXCURSION TO EASTERN RESORTS

VIA THE ATLANTIC COAST LINE AT THE FOLLOWING LOW ROUND TRIP FARES FROM KINSTON N. C. Atlantic City N. J. \$12.00 Baltimore M. D. \$11.00 Washington D. C. \$9.00 Richmond Va. Norfolk Va. Virginia Beach Va. \$6.00

Tickets will be sold for all trains on THURSDAY, AUGUST 17TH, Limited returning to reach original starting point by or before midnight of Friday, September 1st, 1916. For fares, schedules, sleeping car accommodations and any desired information, call on

D. J. WARD, Ticket Agent, Kinston, N. C. ATLANTIC COAST LINE The Standard Railroad of the South

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EXCURSION VIA NORFOLK SOUTHERN TO NORFOLK, VA. TUESDAY, AUGUST 22, 1916 Schedule and Fares:

Leave— Goldsboro 6:55 a. m.—\$2.50. LaGrange 7:24 a. m.—\$2.50. Kinston 7:50 a. m.—\$2.50. Dover 8:10 a. m.—\$2.50. Beaufort 8:35 a. m.—\$3.00. Beaufort 8:35 a. m.—\$3.00. Morehead City 7:00 a. m.—\$3.00. Newport 7:23 a. m.—\$3.00. Havelock 7:39 a. m.—\$3.00. Oriental 7:00 a. m.—\$3.00. Bayboro 7:23 a. m.—\$3.00. New Bern 9:20 a. m. \$2.50.

Arrive— Norfolk 4:30 p. m. Fares in same proportion from intermediate stations. Regular morning trains from Goldsboro, Beaufort and Oriental connect with special fast train leaving New Bern 9:20 a. m., August 22, arriving Norfolk 4:30 p. m., same date. Returning special train will leave Norfolk 10:30 a. m., Thursday, August 24th, connecting at New Bern with regular trains for points beyond. For additional information consult

nearest Norfolk Southern agent or address H. S. Leard, General Passenger Agent, Norfolk, Va. J. F. Mitchell, Traveling Passenger Agent, Raleigh, N. C. (adv)

CAROLINA RAILROAD TIME TABLE No. 1 FIRST-CLASS FREIGHT AND PASSENGER SERVICE.

Southbound Northbound 332 333 A. M. P. M. 7:29..... Hines Junction 5:05 7:06..... Pools 5:20 7:00..... Dawson 5:27 6:47..... Glenfield 5:41 6:40..... Suggs Siding 5:50 6:30 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. WM. HAYES, Gen'l Supt., Kinston, N. C. G. A. JONES, Freight & Passenger Agent, Snow Hill, N. C.

WHERE ARE MY CHILDREN? Extraordinary Announcement Three Days Beginning Monday Grand Theatre SENSATIONAL POWERFUL DIGNIFIED Old Timers along the "Great White Way" who saw the Huge Mob Struggling to Gain Admittance to the Globe Theatre, where the Monster Spectacle ran for Two Months, pronounced it "unbelievable" that Broadway traffic could be blocked by ANY moving picture ever produced. A DISTINCT REVELATION TO ALL THE WORLD Endorsed by press, public and clergy, and pronounced "Humanity's Most Powerful Weapon Against the Premeditated Destruction of the Unborn." Dealing plainly and bluntly with the vital subject of birth control. Endorsed by Rev. Dr. Parkhurst, Superior Paulist Father John J. Hughes, the Rev. Thomas Daily and thousands of other prominent clergymen, educators and physicians. A Startling and Impressive Subject Presented in an Able and Dignified Manner IMPORTANT Rumor that general public would be excluded from first performance is not true. Every one over 16 years of age admitted. SPECIAL SINGERS. 25c PRICE 25c THESE THREE DAYS ONLY MATINEE 3:30 EVENING 7:45 CHILDREN?