

THE DAILY FREE PRESS

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WEDNESDAY EVENING, AUGUST 30, 1916

It is to be observed that London, Paris, Petrograd and Rome all rejoice at the action of Haasman in casting her lot with the Allies. Misery always finds company.

According to the news dispatches the E-emen is still on the way to an American port. This alleged boat has been sunk, captured several times by the enemy, and has been seen off every American port from the Canadian line to the Gulf of Mexico. It is almost as elusive as Villa.

In Europe the grasping monarchs are willing to sacrifice the flower of their manhood in order to acquire additional territory. In the eyes of those greed mongers human life is inconsiderable if its sacrifice means the acquisition of some desirable tract of land upon which their jealous eyes may feast. In America very much the same spirit is manifest in those localities, where liberal appropriations are made for protecting hogs from cholera, removing ticks from cattle, and not a dollar is provided for the proper and adequate protection of the babies. The spirit of avarice is engendered because the stock can be figured in dollars and cents. Not so with the babies, the value of which cannot so easily be computed.

A few plain clothes motorcycle guardians of the peace, stationed about on the new asphalt paved streets to overtake and remind that there is a speed limit, would probably be the means of averting casualties, which are certain to come, if there continues to be that same lack of respect for the safety of others as is manifested by some of those who drive gas wagons in these parts. In other words, the attention of the authorities is respectfully called to the fact that there is flagrant disregard of all speed limits and safety first precautions by many of those who drive automobiles, and unless they slacken their pace they should be haled into the court before their victims are hauled to the infirmaries or morgues.

MAKING THE KINSTON MARKET.

There is a spirit of co-operation and "get-together-ness" on the part of the tobaccoists buyers and warehousemen—to make of the Kinston market what it should be, the leader of the Eastern Carolina tobacco belt.

Logically this should not be difficult of attainment. Kinston is supported by the best "back country," not only of any of its sister towns of the East, but perhaps of any place in the entire State; territory that has not been developed; fertile acres in vast numbers that have not yet been called upon to give even a sample of what they are capable of producing. The development, of course, must be expected at once. There must be a gradual process but the development plans must be set in motion. The initial steps must be taken. Co-operation is needed. Not only must the tobaccoists work to make Kinston what it should be as a tobacco market, but every other interest represented in this section should have encouragement for healthy and legitimate development to bring it into its own.

One of the essentials is good roads, with which the matter of a few miles' extra haul will make little difference to the producers and without which business will naturally be diverted to those centers, which afford the easier access. The Free Press is informed that some of the principal thoroughfares leading to Kinston have not come to

for their share of attention from those upon whom the responsibility for construction and maintenance of roads devolve. For instance, we are informed, by those who have occasion to travel that way, that the main highway leading by Edwards' bridge toward the Pitt county line, is sadly in need of repair, and that many of the automobilists traveling toward Greenville and other Pitt county places have to take an entirely different route from what they would if this particular highway was cared for. It stands to reason that the reverse is the case, and that tobacco growers, who would perhaps come to Kinston, if the way was open, now are forced to go to other markets.

The main highways—those which would afford the greatest number of people opportunity to travel this way—are the ones that should have first consideration, and if Kinston comes into its own as a tobacco market and ascends to the top of the ladder, where she rightfully belongs, good roads must of necessity be provided.

PRESIDENT WILSON RECOMMENDATIONS.

Whether the recommendations of President Wilson, made to Congress in his special message Tuesday, regarding the disputes between the railroad managers and certain of their employes and pertaining to like disputes in the future, are enacted into law will, of course, be a matter to be determined by Congress within the next few days. Whether the suggestions present a solution for the problem, of course, can only be determined by a try-out.

The President's message is very comprehensive. It goes into every phase of the question and apparently the issues have been viewed carefully from the standpoint both of employer and employee. If some of the recommendations appear to lean to one side or the other, the full message is a manifest of President Wilson's sincere desire to accord to each and all parties to the controversy fair and equitable consideration.

The Free Press believes that the principle of the eight-hour working day is sound, and that it will eventually prevail. Whether it is possible or wise to require the immediate change from a ten-hour to an eight-hour basis is debatable to say the least. If President Wilson intends that Congress should enact legislation, which will require the railroads to immediately effect an eight-hour working day as a basis, and that the wage of the men shall be the same as is now paid for ten hours, we believe the action would work a hardship on the railroads. If the plan is to adopt an eight-hour working day and the pay is to be for eight hours, we believe the railroads ought to yield and that public sentiment will endorse such legislation. By reducing the working day twenty per cent, with no reduction in the wage, the railroads are called upon to increase their pay-rolls twenty per cent.

President Wilson's suggestion to provide for full investigation of such disputes before strikes or lockouts are legal is from the viewpoint of permanent remedy, the strongest recommendation in his message.

The suggestion that Congress expressly approve the consideration by the Interstate Commerce Commission of an increase of freight rates will no doubt provoke much discussion and controversy. The Interstate Commerce Commission already has the power to authorize when in its judgment, increases are in order.

At any rate, if the present controversy and imminent danger of tying up traffic by the disagreement of the railroads and their employes, brings about the enactment of legislation, which will in future prohibit precipitate action by either party to such controversies and from which such actions the general public suffers most, the present controversy will have been a blessing in disguise.

WHAT OTHERS SAY

HELPING OUR NEIGHBOR.

Hickory Record: "Judge Garland S. Ferguson, who spent Sunday in Hickory spoke of matters that he had been emphasizing in charges to the grand jury recently. He said he had observed a lack of moral courage on the part of the average man, compared to the courage displayed years ago, and had referred to this. If we know of a young fellow's carrying a concealed weapon, we don't go to him, as a rule, and reason with him, but wait for him to get caught, and then insist that pistol toters be punished."

"It is the same way about blind tigers and blockaders, he has observed. We don't speak a brotherly word, but we do insist that the tiger go to the roads. We ought to be more concerned about our neighbor—but how many of us really take the trouble to reason with him in time to save him and his family from disgrace?"

FAMILIARITY BREEDS CONTEMPT.

Wilmington Star: "Judge Hughes needn't cultivate familiarity with the crowds. He told 'em out West to call him Charlie, but the whole country is liable to 'call' Charlie on the 7th of November. Howbeit, the Judge has his reasons for a little familiarity at this time, but if he is elected he is liable to relapse into a state of dignity more awful than the unfathomable reserve he assumed on the Supreme Court bench. He has already shown us that when he wants to do it he can assume a dignity as impenetrable as that of our old friend the Sphinx."

Mountain Excursion to ASHEVILLE, N. C.

THE LAND OF THE SKY
Tuesday, Sept. 5th, 1916

—Via—
SOUTHERN RAILWAY,

TICKETS LIMITED SIX DAYS
Through Pullman Cars and Coaches.
LEAVE—

Goldsboro 2:00 p. m.—\$6.75.
Selma 3:00 p. m.—\$6.25.
Raleigh 4:05 p. m.—\$5.75.
Henderson 2:15 p. m.—\$5.75.
Oxford Ashford uautah
Oxford 2:55 p. m.—\$5.75.
Durham 5:08 p. m.—\$5.75.
Chapel Hill 4:00 p. m.—\$5.75.
Burlington 6:25 p. m.—\$5.75.
Greensboro 7:20 p. m.—\$5.00.

ARRIVE—
Asheville, Wednesday morning, September 6, 1916.

Round trip fares on same basis from intermediate points.

Returning tickets will be good to leave Asheville on all regular trains up to and including all trains leaving Asheville Sunday, September 10, 1916.

This is the best time of the season to visit the mountains. Asheville, Waynesville, Hendersonville, Brevard, Lake Toxaway and various other points.

Make your sleeping car reservations in advance.

For sleeping car reservations and further information ask Southern Railway Ticket Agents, or address, J. O. JONES, Traveling Passenger Agent,



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.

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

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., Norfolk, Va.

BRIEFS IN THE NEWS OF NEIGHBORING TOWNS

A teachers' institute for Pamlico county is being held at Bayboro. Prof. H. E. Austin of the Training school at Greenville and Miss Mary Quinn of Raleigh are conducting it.

Beaufort will entertain a Methodist district Sunday school conference on September 14 and 15.

Work on the new tobacco redrying plant at New Bern is progressing satisfactorily, and it is believed the building will be ready for occupancy within two or three weeks.

ALL WORN OUT.

Does morning find you with a lame, stiff and aching back? Are you tired all the time—find work a burden? Kinston people endorse Doan's Kidney Pills. You can rely on their statements.

Mrs. Sarah J. Dupree, 301 Gordon street, Kinston, says: "My kidneys were weak and gave me lots of trouble. I also suffered a great deal from inflammation of the bladder. The kidney secretions were unnatural and caused me much annoyance. I have used Doan's Kidney Pills, procured from J. E. Hood & Co.'s drug

store, and they have never yet failed to relieve me. I keep them on hand all the time and cannot praise them too highly."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Dupree had. Foster-Milburn Co., Buffalo, N. Y. adv.

DR. DAN W. PARROTT DENTIST

Crown and Bridge Work a Specialty
Office over Cot. Mill office

C. B. WOODLEY, M. D.,

Office treatment of Rectal and Skin Diseases a Specialty.
Temporary Office in Hood Building

DR. GEO. E. KORNEGAT, SPECIALIST

In Diseases of Women & Children
Office Hours: 10 to 12
Office: 107 West Cassell Street
PHONE 118

DR. F. FITTS
Osteopath,
Upstairs, Next Door Old Postoffice
EXAMINATION FREE.
Phones: Office—80. Res.—523

Z. V. MOSELEY, M. D.
PHYSICIAN and SURGEON.

Back of Lenoir Drug Company
Phones—Office 478; Residence 113

Dr. Albert D. Parrott

Physician and Surgeon
Kinston, N. C.

Office Back of Hood's Drug Store

DR. O. L. WILSON, DENTIST

Office Over J. E. Hood & Co's Store

DR. C. C. HARPER DENTIST

Office Over Postoffice.

This Extra Power

This 76 Horsepower—
What It Means to You in

Hudson Super-Six

The Smoothest-Running Motor in the World

THE question asked us ofttest is this:

"Why do I want the 76 horsepower which the Super-Six delivers?"

Other motors seem powerful enough. You can't care for reckless speed.

BUT CONSIDER THIS

The Super-Six is small and light—same size as most Light Sixes. We add no cylinders, no size to get this 80% more power.

We have simply ended the vibration which caused friction.

The power we save in this way becomes reserve power. As a result, the Super-Six out-performs any other stock car. The steepest hills are mounted on high gear. The car can creep, and instantly dash to speed.

Every situation is met without effort. No other car you meet can match the Super-Six performance.

IT IS NEVER TAXED

Then the Super-Six is never taxed. It is rarely run at even half-load. An engine run in that way far outlasts an engine that is strained.

Then this extra power—this 80%—comes through utter smoothness. Motor wear is almost nil. No other stock car ever showed such endurance. The Super-Six invention, probably, doubles the motor's life.

A HUDSON PATENT

Rivals, of course, will seek to minimize the Super-Six importance. This is a Hudson invention, controlled by Hudson patents. Others cannot get it.

But take a ride in the Super-Six. Watch its performance. Note the luxury of motion. Learn what it means to have 80% more efficiency.

Other cars—the best of them—will seem crude after that.

All Other Cars Outruled

At Sheepshead Bay, under A. A. A. supervision, a 7-passenger Super-Six stock car excelled all former stock cars in these tests:
100 miles in 80 min., 21.4 sec., averaging 74.67 miles per hour, with driver and passenger
75.60 miles in one hour with driver and passenger.
Standing start to 50 miles an hour in 16.2 sec.
During these tests the car was driven 1350 miles at top capacity, at speed exceeding 70 miles per hour, without discoverable wear on any part.

Six new-style bodies, each a masterpiece, have been built for this Super-Six. Their luxuries will delight you.

Orders placed now can be delivered in time for the motoring season.

7-Passenger Phaeton, at Detroit.

Five Other Body Styles

HUDSON MOTOR CAR COMPANY
DETROIT, MICHIGAN

Kinston Garage Incorporated

MIKE THE MESSENGER

HE SPOILED IT ALL BY TALKING TOO MUCH

BY WALT DESMOND.

