THE DAILY FREE PRESS

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THURSDAY EVENING, AUGUST 31, 1916

Regardless of who is to blame, if a strike is called Monday and all the passenger and freight trains of the country stop running, the public will suffer most.

Writing against time, like writing to fill space, does not always insure a very readable article.

When the traces are extraordinarily tight and everything goes topsy turvy, a fellow's mettle is sorely tried.

A "Kaiserlich" medal is (perhaps) awaiting Robert Fay, former German officer, if he succeeds in making good his escape from the Atlanta Federal prison, where he was serving time for conspiracy against this country.

Yes! Kinston can be made the leader of the tobacco markets of Eastern Carolina. She leads in every other particular and why not sell more tobacco than any of her neighbors? Co-operative push will do the work. Twenty-five to thirty-five millions is the goal we've set.

Those fellows, who were stranded in Europe at the outset of the war and who accepted of Uncle Sam's bounty, rushed across the big pond on the cruisers North Carolina and Tennessee, and who have not been kind enough to take up their due bills might be considerate enough of the ship which came to their relief, and say now. The Tennessee, more recently christened "Memphis," lies a wreck in Santo Domingo harbor.

October 24, 25, 26, 27 are the "Four Gladsome Days" when the gates of the Kinston Fair will be thrown open for the second annual exhibit of the ten counties institution. We have extended our invitation to fifty thousand and we want them to be sure to Kome! Kum! (And by the way we desire to extend a special Kum! Kum! to Editor Britton of the Raleigh News & Observer and Editor Cowan of the Wilmington Dispatch. We want to show 'em something.)

President Wilson seems to place the full responsibility for the threatened strike upon the railroad managers. It was apparent that they were slow to make any concessions but it must be taken into consideration that Mr. Wilson's proposed plan contemplated yielding where the "edge pinched" the railroads most. It takes two to make a fight and the trainmen cannot be absolved from responsibility entirely. A little more patience on their part in issuing the strike order might have given the President and Congress an opportunity to effect an adjustment without causing the other ninety-nine million people of this country to suffer incalculable hurt.

CURTAILING TRAIN SERVICE.

The Free Press regrets that the management of the Kinston-Snow Hill Railroad has found it necessary to curtail its train service from Kinston to Snow Hill and that no Sunday service will be offered after this. Announcement is made that the curtailment was necessary because the train has not been a paying proposition. That, too, is unfortunate. We are sorry when any thing which brings people to Kinston, happens to be stopped for lack of patronage. There is reason for doubting the wisdom of unnecessary Sunday train service curtailed and the patronage

It is to be hoped that a resumption of full service may be found possible at an early date. The curtailment of the Sunday service to and from Snow Hill is by no means as serious as would be the cutting down of the service for week days on this or any other of the roads entering Kinston.

WHAT OTHERS SAY

GOOD ENOUGH.

Greensboro Record: "The Daily Free Press of Kinston has this to say about the young man who went wrong in Kinston:

"In response to the solicitations of Col. Fairbrother of the Greensboro Record, made in behalf of the unfortunate young white man who was convicted in the Recorder's Court a few days ago for breaking into a show window and stealing therefrom some money, we are pleased to invite his further attention to the fact that justice has been tempered with mercy, and the young man has been hired out to his former employer to work out a nominal fine and pay the damages for the broken glass. Probably the best solution that the Recorder and others who interested themselves in his behalf could make of the unfortunate affair.

"Good enough. Congratulations to the former employer who took the young man back; congratulations to the court that tempered justice with mercy, and congratulations to the young man who escapes a jail sentence and who, seeing what he has done, will now realize and awaken to the situation, and lead the kind of a life he can live and should live. The young man who goes wrong isn't hopelessly lost. He may make mistakes—but if, in making them he is saved from further disgrace, if he feels that people are really interested in him, he can get on the right road and remain there. All of us should always try to save Youth—try to see that it is kept on the straight road. And in most cases it is easy, and Society does not suffer. But it profits."

SUPPRESSING "THE HEADLIGHT HOG."

Richmond News Leader: "Richmond and its environments are not the only communities in which there is an outcry against the automobile headlight hog,' and a demand that he be suppressed as a public nuisance and danger. We do not enjoy a monopoly of his selfishness and recklessness, and the peril to life and limb, to say nothing of the menace to other persons' property in the shape of autos, he embodies.

"So much we learn from the observation of a New York contemporary that New York State will at last have caught up with some of its neighbors in the matter of regulating automobile headlights only 'when the measure which has been approved by the State Federation of Automobile Clubs and the Automobile Association has become law' by act of the Legislature.

"The measure for the passage of which our contemporary earnestly argues, forbids the use of 'blinding lights' on motor vehicles—specifically it is explained, 'any lights which throw their direct rays more than forty-two inches above the ground at a distance of one hundred feet.

"In addition to stressing the point that the restriction is sadly needed for the reason that 'few factors of automobile driving at night are so fraught with danger, just as few are so unpleasant, as the glare from oncoming lights,' since this 'glare practically blots out the road from the sight of other motorists and from that of pedestrians,' our contemporary argues that 'in the large view the law would be of great benefit to the automobile from the commercial side.' By this contention is meant that the law would tend greatly to further popularize the automobile.

"Aside from that, however, and on the score alone of protecting life and limb, if there is no other way of suppressing the automobile headlight hog,' the next Legislature of Virginia should pass a law similar to the proposed New York measure.'

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DON'T HAVE BOTHER ABOUT NEW SCHOOL BOOKS THIS WINTER

The following letter from the State Superintendent of Public Instruction, Hon. J. Y. Joyner, relative to the new adoption of text books, was made public at the office of the County Superintendent of Schools today:

"To the County Superintendents of Schools:—By a resolution of the State Text Book Commission, the new adoption of text books will not go into operation until June 1, 1917. In districts subject to State adoption no changes in text books will be made until that date. The publishers have all agreed to continue to furnish at present contract prices all books on the list adopted in 1911 until June 1, 1917. None of the newly-adopted books, therefore, will be placed on sale for any district subject to State adoption until June 1, 1917. No exchange prices, however, will be effective until that date. Please see that the depositories in your county are provided at once with a sufficient supply of all books heretofore used in the public schools under the old adoption. This arrangement will, of course, be most convenient and most economical for patrons, dealers and publishers. It will prevent a disarrangement of the courses of study during this year and will enable us to get all the newly-adopted books into the depositories in ample time for all the schools of the State for the school year beginning July 1, 1917.

"The only changes made were in readers, spellers, primary history of the United States and the first language book. Remember, however, that none of these changes will be effective until June 1, 1917. Use in your schools the same books as heretofore used until that time, and see that your depositories provide themselves with a sufficient supply of these books.

"Very truly yours,
"J. Y. JOYNER,
"State Supt. Public Instruction."

Miss Hattie Parrott, Assistant Superintendent of Lenoir County Schools, who as a member of the Text Book Commission, helped to revise the list for the next adoption, today gave as one of the reasons for the postponement the fact that in the western part of the State many of the schools open annually so late that before the time at which the commission this year completed its work, to enforce the new adoption in the face of such a condition would, no doubt, cause considerable confusion, delay through inability to secure the new books, etc.

LOT OF NEWSPAPERS WILL HAVE TO QUIT WHEN STRIKE COMES

New York, Aug. 30.—A very large number of daily newspapers of the United States will be forced to suspend publication on account of lack of paper if a nation-wide railroad strike continues for two weeks, it was declared today by Lucius D. Palmer, manager of the American Newspaper Publishers' Association.

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