

THE DAILY FREE PRESS

(United Press Telegraphic Reports)

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1916 SATURDAY EVENING, SEPTEMBER 2, 1916

97121 "Ulysses has the head that wears the crown."—Constitution fleeing ruler of Greece.

The embargoes placed on freight because of the impending strike have already given a sample of what would be felt should the general tie-up come.

Congress has demonstrated that legislation can be enacted without the usual and time-honored red tape methods, when such is needed to avert a catastrophe.

If Candidate Hughes gets "stranded" at some out of the way place on route back to the East, because of the railroad tie-up, that "one speech of his'n" will grow pretty monotonous for the townsfolk.

Kinston is having its first Saturday sale on the tobacco market for the season. The warehouse drawing the "third go" for Friday didn't get a start even, so full were the floors of the other four houses, which had first and second sales.

We know of no instance in the South where the baby daughter or member of the family of a courageous officer bent on fulfilling his sworn duty, has been killed by the direct or indirect action of a mob. The Chicago Tribune will please take note.

The Statesville Landmark reminds us that ex-presidents of the United States have much difficulty in keeping themselves from utter oblivion. Yes! even the Colonel has been unable to keep himself in the limelight, and that in spite of his "vigorosity," verbosity, strenuousness and ability to have the last say.

Those aviation instructors, who are tutoring the sons of the rich in the art of steering air craft at the rate of a dollar a minute, most probably find the work more profitable and safer as well, than "doing the spiral glide" for a thousand simoleons per chance.

Wonder if the men who are entitled to discharge from military service because of dependent families, but whose applications for some reason, best known to the "higher ups," have been held up or sent in "disapproved," will be kept in the service because of the new ruling of the War Department, whereby no more applications are to be considered after August 30? "There are tricks in all trades."

Something of an anomaly is presented by those members of the various trainmen's brotherhoods, who are reported to have sought court injunctions to prevent the

carrying out of the orders of their leaders. Odd, isn't it, when a fellow is satisfied with his job and his employer is satisfied with his services that he should have to unwillingly forsake it because some of his brother workers want to improve their condition?

The Tobacco Board of Trade may be wise in prohibiting drumming by local warehousemen within a radius of ten miles of Kinston, but there is certainly an element of "stifling" competition in the restriction. No "law" can be drafted that will prevent the warehouses from setting forth their claims in the columns of The Free Press, however, and four of the local houses are taking advantage of the next best opportunity to a personal call, to exploit good reasons for bringing tobacco to Kinston and to their respective floors.

This afternoon at Shadow Lawn, the summer capital of the United States, President Woodrow Wilson received the committee, designated by the Democratic National Convention, and was formally notified of his nomination for a second term as the standard bearer of the Democracy. Mr. Wilson's speech of acceptance, which is printed elsewhere in this paper, is a report of good stewardship, of achievement, of fulfilled promises, of constructive legislation, of an executive administration, conspicuous for its ability and successful preservation of peace in spite of many provocations for precipitate action for the maintenance of national rights.

AND BLEASE CAME BACK?

The Free Press is not inclined to take the view that the primary in South Carolina this week is indicative that Blease has "come back." It simply shows beyond a reasonable doubt that Blease is holding his own. Those who have followed him and supported him in the past are still loyal. Happily, according to the estimates of those in touch with the situation, the anti-Blease vote is well in the majority, and in the second primary, when only one candidate is on the other side, it should be a comparatively easy matter to defeat Blease for a third term.

Blease represents the reactionary and loose moral element of South Carolina. His election would mean that the "blind tiger" faction would prevail. The liquorites would be glad to see Blease in office because their interests would be better taken care of under his administration. There is every reason to believe from past records, that Blease would fail to enforce the prohibition laws, which have been put on the statute books since his last term, and which have, according to reports, been well enforced under the Manning regime.

It is not at all unnatural that the old "personal liberty" faction would hold together and die hard. There is no doubt of a well defined hope throughout the better circles of South Carolina for a "down with Blease" and his gang. And the good citizens of the sister States join in the chorus. Let's hope that Blease polled his full strength in the first race, and that those in favor of good government will realize their responsibility to go to the polls and make his defeat sure when the run-off is held.

WHAT OTHERS SAY

THE DIPLOMAT.

Norfolk Ledger-Dispatch: "While Boy-Ed, Von Papen and others have fallen by the wayside, Count Von Bernstorff has managed successfully to remain as the German Ambassador under trying circumstances.

"That he is a diplomat of high order is shown by the newspaper report of the arrival of his wife, who reached New York a few days ago. The report says:

"When Count Von Bernstorff was asked if he objected to the Countess giving an interview, he said:

"Certainly not. I will even ask her if she has anything to say."

"Approaching his wife, the Ambassador said to her:

"These gentlemen would like to know that you have nothing to say. Is that true?"

"It was the truest thing the Ambassador ever said."

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 ashdel uatub
- 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.

FOR THE INFORMATION OF THE PUBLIC:

The Railroads' statement of their position on the threatened strike, as presented to the President of the United States

A strike on all the railroads of the country has been called by the Train Brotherhoods for 7 o'clock Monday morning, September 4.

This strike was ordered from Washington while the President of the United States was making every effort to avert the disaster.

The Final Railroad Proposal

The final proposal made by the railroads for a peaceful settlement of the controversy, but which was rejected by the brotherhoods, was as follows:

(a) The railroads will, effective September 1, 1916, keep the time of all men represented in this movement, upon an 8 hour basis and by separate account, monthly, with each man, maintain a record of the difference between the money actually earned by him on the present basis and the amount that would have been earned upon an 8 hour basis—overtime on each basis to be computed pro rata.

The amounts so shown will be subject to the decision of the Commission, provided for in Paragraph (c) of this memorandum and payable in money, as may be directed by said Commission in its findings and decision.

(b) The Interstate Commerce Commission to supervise the keeping of these accounts and report the increased cost of the 8 hour basis, after such period of

actual experience as their judgment approves or the President may fix, not, however, less than three months.

(c) In view of the far-reaching consequences of the declaration made by the President, accepting the 8 hour day, not only upon the railroads and the classes of labor involved directly in this controversy, but to the public and upon all industry, it seems plain that before the existing conditions are changed, the whole subject in so far as it affects the railroads and their employees, should be investigated and determined by a Commission to be appointed by the President, of such standing as to compel attention and respect to its findings. The judgment of such a Commission would be a helpful basis for adjustments with labor and such legislation as intelligent public opinion, so informed, might demand.

Statement of Executives to the President

In submitting this proposal to the President, the fifty railroad executives called to Washington and representing all the great arteries of traffic, made this statement to him of their convictions:

The demands in this controversy have not been presented, in our judgment, for the purpose of fixing a definite daily period of labor, nor a reduction in the existing hours of labor or change in methods of operation, but for the real purpose of accomplishing an increase in wages of approximately One Hundred Million Dollars per annum, or 35 per cent. for the men in railroad freight train and yard service represented by the labor organizations in this matter.

After careful examination of the facts and patient and continuous consultation with the Conference Committee of Managers, and among ourselves, we have reached a clear understanding of the magnitude of the questions, and of the serious consequences to the railroads and to the public, involved in the decision of them.

Trustees for the Public

As trustees for the public served by our lines and for the great mass of the less powerful employees (not less than 80 per cent. of the whole number) interested in the railroad wage fund—as trustees also for the millions of people that have invested their savings and capital in the bonds and stock of these properties, and who through the saving banks, trust companies and insurance companies, are vitally interested to the extent of millions of dollars, in the integrity and solvency of the railroads of the country, we cannot in conscience surrender without a hearing, the principle involved, nor undertake to transfer the enormous cost that will result to the transportation of the commerce of the country.

The eight-hour day without punitive overtime involves an annual increase, approximately, in the aggregate of Sixty Millions of Dollars, and an increase of more than 20 per cent. in the pay of the men, already the most highly paid in the transportation service.

The ultimate cost to the railroads of an admission in this manner of the principle under contention cannot now be estimated; the effect upon the efficiency of the transportation of the country now already under severe test under the tide of business now moving, and at a time when more, instead of less,

effort is required for the public welfare, would be harmful beyond calculation.

The widespread effect upon the industries of the country as a whole is beyond measure or appraisal at this time, and we agree with the insistent and widespread public concern over the gravity of the situation and the consequences of a surrender by the railroads in this emergency.

In like manner we are deeply impressed with the sense of our responsibility to maintain and keep open the arteries of transportation, which carry the life blood of the commerce of the country, and of the consequences that will flow from even temporary interruption of service over the railroads, but the issues presented have been raised above and beyond the social and monetary questions involved, and the responsibility for the consequences that may arise will rest upon those that provoke it.

Public Investigation Urged

The questions involved are in our urgent judgment, eminently suitable for the calm investigation and decision by the public through the agency of fair arbitration, and cannot be disposed of, to the public satisfaction, in any other manner.

The decision of a Commission or Board of Arbitration, having the public confidence, will be accepted by the public, and the social and financial rearrangements made necessary thereby will be undertaken by the public, but in no less deliberate nor orderly manner.

The railroads of the country cannot under present conditions assume this enormous increase in their expenses. If imposed upon them, it would involve many in early financial embarrassment and bankruptcy and imperil the power of all to maintain their credit and the integrity of their securities.

The immediate increase in cost, followed by other increases that would be inevitable, would substantially appropriate the present purchasing power of the railroads and disable them from expanding and improving their facilities and equipment, to keep abreast of the demands of the country for efficient transportation service.

In good faith we have worked continuously and earnestly in a sincere effort to solve the problem in justice to all the parties at interest. These efforts were still in progress when the issuance of the strike order showed them to be unavailing.

Problem Threatens Democracy Itself

The strike, if it comes, will be forced upon the country by the best paid class of laborers in the world, at a time when the country has the greatest need for transportation efficiency.

The problem presented is not that alone of the railroad or business world, but involving democracy itself, and sharply presents the question whether any group of citizens should be allowed to possess the power to imperil the life of the country by conspiring to block the arteries of commerce.

HALE HOLDEN, Chicago, Burlington & Quincy Railroad.

W. W. ATTERBURY, Pennsylvania Railroad.

FAIRFAX HARRISON, Southern Railway.

R. S. LOVETT, Union Pacific System.

E. P. RIPLEY, Atchafalaya, Topoka & Santa Fe System.

A. H. SMITH, New York Central Lines.

FRANK TRUMBULL, Chesapeake & Ohio Railway.

DANIEL WILLARD, Baltimore and Ohio Railroad.

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