

THE DAILY FREE PRESS

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MONDAY EVENING, SEPTEMBER 4, 1916

Unusual scenes were displayed by the Asheville police who discovered that no hoof-prints to sustain the story of the self-alleged victim of a hold-up man on a white charger, were visible at the scene of the attack.

If that strike had been pulled off, you can bet that old man "John D." wouldn't have suffered. The price of gasoline would have taken another aerial flight to the financial discomfort of its users.

Not because of any magnanimity of either side or of practice of the Golden Rule, but because one side gets what it wants, without stint, and the other is temporarily forced to yield to legislative enactment, is the business of the country being carried on today without interruption.

Do you hear that bell ringing, sonny? It is the signal that your play days are almost at an end, and soon the season will arrive for that long-drawn-out five-hourly period of wrestling with sums, spelling, reading and other "useless" contrivances to keep a small boy from exercising his natural and rightful tendencies to play five hours a day—Musings of the Small Boy.

The death of Mr. Joseph Richardson, chairman for a score or more years of the Southeastern Passenger Association, which has headquarters at Atlanta, removes a man well known to all who have had to do with running excursions, arranging for special rates for conventions, etc., in the territory east of the Mississippi and south of the Potomac. Mr. Richardson was regarded as an able tariff expert, but the association of which he was chairman, has long had the reputation for being behind the procession in promulgating rates for national gatherings. In some instances such rates in the Southeastern Association have not been announced for several months after the special tariffs have been issued in the other associations and the advertising of the meetings been begun. Earlier announcement and more general advertising of special rates for occasions, which attract large gatherings, will be an advantage, which should not be overlooked by the roads of the Southeastern.

ARE CROSSINGS SATISFACTORY?

Kinston is spending a large sum for paving its streets and making them modern and satisfactory thoroughfares. Too much money is being paid out not to have every detail in good order. In this connection the question that arises is whether the board crossings, which Council permitted the railroads to put down, are going to give service in keeping with the smooth asphalt roadways. So far, we believe that question must be answered in the negative.

Ordinary railroads, standard as well as street car lines, have been required to pave their crossings and between their tracks, in the case of users of the streets for right of way, in keeping with the pavement being put down. Usually brick is preferable because it can be removed when track repairs are needed. In Kinston's case Council granted the request of the railroads to put down wood crossings, which The Free Press understands were guaranteed to be satisfactory and to be subject to removal in found not to be. So far, few, if any, of these crossings have been fixed up as to avoid the jar and jolt to vehicles. Particularly "jumpy" is the crossing of the Norfolk Southern at Heritage street. In this case the wood does not extend all the way across, but soft dirt

is relied upon, and under the strain of the heavy hauling is not standing up. Council would do well to require the railroads to keep the faith in this matter. Good streets are being provided at what has proven, because of the excessive increase in the rate of taxation, a burden to the people, and they are entitled to their money's worth, the railroads notwithstanding. Promises won't satisfy. The people want crossings that are passable.

THE STRIKE AVERTED.

As was apparent from the time President Wilson took the matter of avoiding the strike of railroad men to the floor of Congress, the tie-up of the railroad traffic of this country has been averted by the enactment of "double-quick" emergency legislation, giving to the employes the principal point for which they contended.

The passage of the Adamson bill must be regarded as an emergency measure; the matter cannot remain in its present state; a strike has been averted and for that President Wilson must be given full credit; Congress did well to stop with the bill providing for the eight-hour day and to abide the time, when the matter can be carefully studied to enact more permanent and remedial legislation.

The country has been saved the condition of distress, which would have been inevitable had the brotherhoods been able to stop anything like as many trains as they claimed to be in position to do; that salvation is only temporary, however; no safeguard against a repetition next year because of further demands by the trainmen or demands from some other brotherhood, has been provided; such provision must be made, if the great majority of the people of this country are to be protected from the whims and desires of the few, be they employers or employes, it matters not.

Congress will no doubt set in motion at once those steps which will put it in possession of the information necessary to intelligent and effective legislation, which will not only guarantee justice to the employer and employe, but more particularly to the general public, which pays the bill regardless and which suffers most from such conditions as seemed imminent last week.

Such disputes cannot be settled without the agency of a third and disinterested party, who is vested with authority to render a decision which must be accepted. Very naturally the railroad managers or the employing class, as the case may be, stand out with more or less firmness for their side, and the employes do likewise, the result being a hopeless deadlock. The resort to emergency legislation such as was employed to avert this particular tie-up, where the representatives of one side to the controversy, knowing that they had the power to stagnate the traffic of the country, stood threateningly and speculatively proclaiming that no rescinding order would be sent out until legislation to their liking had actually been enacted, is dangerous in its precedent, and The Free Press believes that the people of the country, when they shall have had time to digest the situation, will demand of their representatives in Congress the taking of such steps as will forever preclude the necessity for like legislation or for situations, which required it, to again arise.

WHAT OTHERS SAY

WORRISOME SECRETIVENESS.

Wilmington Star: "In his Maine speech, Col. Roosevelt denounced hyphenism and urged the people to vote for Hughes. Will the Colonel please state whether or not his candidate for president endorses his position on this question. The only way we can find out is through the Colonel, as Judge Hughes remains sepulchraly silent about it. Can the Colonel explain the tombstone attitude of the otherwise loquacious nominee of the Chicago convention? The Colonel and the Judge may be 'practical men', and understand each other, but is it fair to 100,000,000 of us to be kept in the dark? The secretiveness of the thing is worrisome."

HOW THE MIGHTY FACE.

Statesville Landmark: "Former President Taft, in Chicago to attend the meeting of the American Bar Association, told reporters that Chicago convinced him he was out of politics. 'I walked four blocks through the downtown streets and made one purchase in a store without any one apparently recognizing me,' the former President said. All of which means that when a man leaves the presidency of the United States, usually his day is done. They told a story on ex-President Hayes that when he attended the funeral of President Garfield, less than a year after he had left the White House, that the only person who spoke to him was a policeman, who told him to get off the grass."

THEY EDIT.

Greensboro Record: "The advertisers continue to edit this paper, when they feel like it, and we just naturally get out of their way. Today's advertising news is worth while. Look over our columns. Each merchant is telling you something worth while. Store news is always good news. The readers of this paper can, with advantage, take time to read our advertisements. They carry information-telling you of bargains; relating what is the latest—and the busy reader who takes the time to read the messages from the Greensboro merchants will be fully repaid."

BRIEFS IN THE NEWS OTHER EAST CAROLINA TOWNS AND COUNTIES

A one-week term of Superior Court, for the trial of criminal cases, Judge Lyon presiding, was convened at New Bern today. The Hope-well wife-poisoning case is set for trial during the week, as well as two other murder cases and an attempted assault case.

The torpedo boat Foote, a naval reserve training ship, is to be carried to Norfolk soon for extensive repairs. The boat is now at New Bern. Detective Geo. N. Howard has been investigating robberies of Norfolk Southern cars at Goldsboro.

Improvements with a view to drawing Winter patronage from the North are contemplated for the old Colony Inn at Beaufort. It is planned to lay out golf links and provide other amusements.

Congressman J. H. Small will deliver a waterways address at Greenville on September 12.

Greenville's first asphalt paving is being laid. The town intends to spend two or three hundred thousand dollars on asphalt, it is said.

DON'T NEGLECT YOUR COLD

Neglected colds get worse, instead of better. A stuffed head, a tight chest must be relieved at once. Dr. Bell's Pine-Tar-Honey is Nature's remedy. Honey and glycerine heal the irritated membrane, antiseptic tea loosens the phlegm, you breathe easier and your cold is broken up. Pleasant to take, Dr. Bell's Pine-Tar-Honey is an ideal remedy for children as well as grownups. At your druggist, 25c. adv.

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I wish to Say that I have Not Sold out my Business and will continue to Run the same Store in the same Place and will Sell the same class of High Grade Shoes and other goods as in the past. I wish to thank the public and my Friends for the Liberal Patronage that they have given me in the past and hope for their Patronage in the future.

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Mark Cummings

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 oftenest is this: "Why do I want the 76 horsepower which the Super-Six delivers?" Other motors seem powerful enough. You don'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-iced. 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 Outvalued

At Sheephead Bay, under A. A. A. supervision, a 7-passenger Super-Six stock car exceeded all former stock cars in these tests:
100 miles in 80 min., 21.9 sec., averaging 74.67 miles per hour, with driver and passenger.
75.69 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.

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312



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