

# THE DAILY FREE PRESS

(United Press Telegraphic Reports)

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MONDAY EVENING, SEPTEMBER 11, 1916

Latest salutation of the paper drummer: "Have you heard what news-print is quoted at today?"

The Citizen of Oyster Bay is to appear in the movies. Plenty of action for the said picture is evidently desired.

A contemporary speaks of the "problem of the boy." We arise to make a correction. It should read the "problems."

And now before the dear people can accustom themselves to the six cent loaf, the bakers have standardized the ten-cent variety.

New Bern Sun Journal: "It is getting about time for the Bremen to be reported off Beaufort or Morehead City again." Friend Dunn, why not off New Bern?

Major S. Glenn Brown of Greensboro, who found it so difficult to have a place made for him in the Federalized National Guard, now realizes, perhaps, that the last shall be first. He is on his way to the border.

Richmond News Leader: "Dr. Woods Hutcheson says it is hard to kill a poet. Since one comes to think of it, poets are scarce these days." But then, it is more difficult to refrain from slaying some of the would-be poets.

Somebody accuses the mail order octopus of spreading infantile paralysis. The old sninner is guilty of most every other crime and one more will perhaps not make his impervious hide more vulnerable.

The editor of the Wilson Times, we note, is wearing "no trespass" signs these days. He has warned a belligerent patron that his approach within fifteen feet of the person of the editor will be the signal for "dropping him in his tracks." It is to be hoped that the differences will be smoothed over and that no tragedy will result.

We learn from the esteemed Raleigh Times that there is some complaint reaching the Corporation Commission because "the inalienable rights of passengers to stick their heads out of the car windows and have them knocked off by passing telegraph poles, mail cranes and other obstacles" have been denied them because of new plans in car construction, and it is further said that the Corporation Commission sides with the "imposed" upon public.

"Professional identifier" is the latest vocation in prohibition Alabama, where the law requires the thirsty who patronize the express route to be identified before shipments can be delivered to them. It is said that in some localities there are so many "strangers" and the occasions for identifiers have become so numerous, that the otherwise unemployed have come to the relief of the "distressed" at twenty-five and fifty cents per identification. Now a good opportunity for the revenue collectors is to put a license of about \$1.00 per identification on the "professional identifier."

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### MR. GIFFORD PINCHOT VAPORIZES.

Not all the Progressives—but most of them—will support President Wilson for a second term; that is, if they are truly progressive, they will. They have no other alternative.

Mr. Gifford Pinchot is a more or less prominent example of those who are neither Democrats or Republicans, who finds in the Administration of President Wilson many shortcomings to criticize and who seems confident that the country's continued prosperity and welfare depends upon the election of Mr. Hughes.

Mr. Pinchot has set forth his position in a rather lengthy circular letter which he is sending to the press of the country with the privilege of printing.

The Free Press doesn't care to give space to Mr. Pinchot's article. His criticisms are not warranted by fact. Mr. Pinchot avers that being neither a Democrat nor Republican, but a Progressive, he has to either vote for Mr. Wilson or Mr. Hughes. He professes to have thought well of President Wilson in the outset of his administration, but charges that his change of view is because he has learned that "President Wilson has a greater power than any other man in public life to say one thing but to do another, and get away with it." Mr. Pinchot alleges that the facts justifying this charge are common knowledge, but he fails to enumerate them. He does cite the Lusitania incident as one of the instances, but in criticizing President Wilson's course in the German controversy, Mr. Pinchot very shrewdly emphasizes his own distaste for war and proclaims that there was no need for war but of courage to give peace with self-respect. He very course pursued most successfully by Mr. Wilson. National defense, Panama Canal tolls, and other questions which have given rise to more or less discussion are touched upon and President Wilson's handling of all of them is criticized. Mr. Pinchot attributes the present peaceful condition of this country to its "proverbial good luck," and says in respect to the national defense that this good fortune alone "has kept us from paying the bitterest price for his (Mr. Wilson's) unforgivable neglect." Mr. Pinchot winds up by proclaiming that he "can't support Mr. Wilson because he can't trust him that he does not do what he says," but on the other hand, "Mr. Hughes does," and therefore, he will support the latter.

It is to be regretted that Mr. Pinchot finds that he cannot support Mr. Wilson. In fact, the loss of one vote may cause the President some concern, but Mr. Pinchot's article, patterned, as it seems to be, after the weak and empty vaporings of his choice for the Presidency, fails to say anything about the currency bill, the farm loan act and other achievements of the Wilson administration which are recognized as examples of the most constructive legislation of the past several generations. Mr. Pinchot undertakes to detract from President Wilson credit due him for maintenance of peace and for the country's prosperity. He fails to reckon with the righteous fact that the public praises the bridge that carries it over. No, we are not printing Mr. Pinchot's article because it is not worth the space.

### WHAT OTHERS SAY

#### CIVIC "SLACKERS."

Columbia State: "Two years ago England suddenly found herself in peril and needing every man to give his best for his country—on the battlefield or on the sea, or in the munitions factories. But even in such a crisis the call for volunteers uncovered some who sought to evade the summons. The nation called them 'slackers' and the word has gone forth into all English-speaking countries. 'The safety and welfare of a people may be threatened by their enemies, however, than such as come with big guns and bayonets. There are those within a State that seek to prey upon its people, who see in laws and juries only obstacles to their game, who would sow corruption for out of corruption their harvest comes, who would make gain out of the human weakness for stimulants, for gambling and for immoral sensuality. They are the inveterate enemies of law and of any administrator who enforces law.

"If the forces of corruption and lawlessness should gain the day Tuesday next, it would be undoubtedly in no small part due to 'slackers,' to men who know quite well how urgent is the call, but deliberately neglect their own duty to go and vote because they selfishly rely on others to save the State. This is the very essence of 'slacker's' spirit. He excuses himself by saying, 'there will be plenty of others—I need not trouble myself.'

"Don't be a slacker on Tuesday. For the time and trouble required, there is no more important business for you to attend to that day than to go and declare yourself effectively against a return to the Bleese regime. Indifference to that duty and neglect of it for any reason short of insuperable obstacles will smack of the same unpatriotic selfishness shown by men who in military crises put their own interests before those of their country to the disgust of all men."

#### COST OF DELIVERY OBSTACLE.

Wilmington Star: "What is the matter with a consum-

er that he can't get himself in touch with producers who are not their own consumers of all they produce? The producers of flour in Minneapolis and the producers of Chicago and Kansas City backband have a nice way of reaching consumers who are able to consume. Just to tell you the truth, the main thing that keeps buyers and sellers from getting together is the price. We can get in touch with the producers by means of cash, but it is so much easier for consumers and middle men to get together over the telephone. It is quite often the case that the middleman is expected to send a 5-cent head of cabbage ten blocks when it will cost him nearly one a block to send it."

### GOING ON IN OTHER TOWNS AND COUNTIES OF EAST CAROLINA

Among those convicted at last week's term of Superior Court in Currituck county were "Rev." Moses Thomas, three months for larceny of a revolver, and "Dr." W. H. Harris, three months for practicing medicine without a license.

A 19 or 10-year-old youth who hopped a big revolver in front of an amusement place at Washington caused thereby no little excitement. The weapon was discharged when it struck the pavement, and excitement resulted. The fellow grabbed up the revolver, which had slipped out of a pocket and ran.

Jeff Lockyear, white, is alleged to have purloined 15 half pints of whiskey from a room in the Beaufort jail while on a visit to prisoners. The whiskey was within easy reach and the thief, using a stick with a nail in one end, only had to put an arm between the bars of a door to an empty cell to swipe the "evidence." The arrest of Lockyear came after he had boasted of the affair.

### WINTER SLEEPING CAR SERVICE TO WESTERN CAROLINA IS ASSURED

According to announcement by the Southern Railway, the Winston-Salem sleeping car service now in effect will be cut down but not abolished after today. Service is to be maintained between Goldsboro and Winston-Salem. This is a matter of considerable interest to the local traveling public, since an all-night sleeper service to points west in North Carolina will be furnished during winter as well as summer. Heretofore the car has been operated only as far as Raleigh, arriving shortly after midnight, during the winter, and the Free Press and various individuals have frequently agitated the matter of improved service.

Cars will leave Winston-Salem at 1:50 p. m. and Goldsboro at 10:35 p. m. The present Greensboro-Raleigh leaper service will be maintained.

#### Bad Colds from Little Sneezes Grow.

Many colds that hang on all winter start with a sneeze, a sniffle, a sore throat, a tight chest. You know the symptoms of colds, and you know prompt treatment will break them up. Dr. King's New Discovery, with its soothing antiseptic balsams, has been breaking up colds and healing coughs of young and old for 47 years. Dr. King's New Discovery loosens the phlegm, clears the head, soothes the irritated membrane and makes breathing easier. At your Druggist, 50c.

### EAST CAROLINA R.V.Y.

Improved Passenger Service of the East Carolina Railway, Effective October 20, 1912.

Train 1, Motor Car.—Leave Hookerton 7:10 a. m., Maury 7:20; Farmville 7:40; connecting with Norfolk Southern train No. 17, Raleigh and rain No. 12 to Washington. Leave Fountain 8:00 a. m., Macleodfield 8:20; Pinetops 8:30; arrive Tarboro 10:10; connecting with A. C. L. train No. 90 for Norfolk.

Train 4, Motor Car.—Leave Tarboro after arrival of A. C. L. train 19 from Norfolk for Farmville. arrive Farmville 2:00 p. m., connecting with No. 50 for Maury and Hookerton.

Train 3, Motor Car.—Leave Farmville 3:00 p. m., arrive Tarboro 4:20 connecting with A. C. L. train No. 64 for Plymouth and points in Eastern Carolina.

Train 2, Motor Car.—Leave Tarboro motor cars, nor do we guarantee connections.

Train 51, Mixed.—Leave Hooker-



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ton 3:30 p. m., Maury 3:40, Farmville 5:12, arrive Tarboro, 7:00 making connection with A. C. L. train 41 for points South.

No baggage will be handled on motor cars except hand-bags. All baggage will be checked and handled on trains 50 and 51.



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.

6:41 p. m.—Daily for Beaufort and Oriental.

West Bound

7:50 a. m.—Daily, for Beaufort, New 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.

F. D. KYLE, Traffic Manager, Norfolk, Va. H. S. LEARD, General Passenger Agt., Norfolk, Va.

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