(United Press Telegraphic Reports) H. GALT BRAXTON, Editor and Manager

Published Every Day Except Sunday by the Kinston Free Press Co., Inc., Kinston, N. C.

Subscription Rates-Payable In Advance: One Week \$.10 One Month35 Three Months \$1.00 Six Months 2.00 One Year\$4.00

Entered at the postoffice at Kinston, North Carolina, as nd-class matter under act of Congress, March 3, 1879. mications received and not published will not be ned unless stamps to cover postage accompany same

NEW YORK OFFICE-38 Park Row, Mr. Ralph R. of The Free Press can be seen.

WESTERN OFFICE-In charge of Mr. C. J. Anderson, Marquette Building, Chicago, where files of The Free Press can be seen.

Subscribers are requested to notify, by Telephone 75, The Free Press of any irregularity of delivery or inattention whatsoever on the part of the carriers.

After Six P. M. subscribers are requested to call Western Union and report failure to get the paper. A copy will be sent promptly, if complaint is made before Nine P. M., without cost to subscriber.

WEDNESDAY EVENING, OCTOBER 4, 1916

At last the suspense is over. The price of milk is to be advanced. It was about the only thing in all the category of living requisites which had not already taken an aerial flight.

A contemporary speaks of "cornering" Hughes. A pretty hard job to corner a fellow who takes twenty thousand mile faunts talking every mile of the way without committing himself a single time on a single important issue. out any news whatsoever from the outside world?

Field Marshal Von Hindenberg has just celebrated his sixty-nieth birthday, and there is every evidence that there is many a good scrap left in the grim old warrior

American mine operators fleeing from territory recently occupied by Villa report that the bandit chief made an impassioned address inviting Americans and other foreigners to return to their mining interests giving assurance that he had no enmity toward them and was only fighting Carranza. The Americans, who value their lives, will probably require further assurance from a more dependable source before risking their skins in Villa's grasp.

Some legislators who have been going to Raleigh every two years and perpetuating themselves in office because of their ability to get through petty local bills, the multiplicity of which clogs the wheels of legislation and prevents proper consideration of state-wide measures, may oppose the constitutional amendment to be voted on this fall, purporting to take from the legislature the necessity for considering purely local bills and vesting the various county boards with the authority, but nobody else in the State should oppose the endorsement of such an amendment. The proposed constitutional amendments ket buying print paper at an increase of approximately feet; thence S. 27 E. 800 feet; thence are non-partisan and should have the earnest considera- 120 per cent. in cost. Another well-known Western pa- 3. 23 1-2 E. 913 feet to the be-

MR. JOHN C. DREWRY.

The State of North Carolina has lost another of its worthy and substantial citizens in the death of Mr. John C. Drewry, prominent insurance man and Mason, whose death occurred Monday at his home in Raleigh. Mr. Drewry was a native of Virginia, but had spent a great many years in this State with headquarters at Raleigh. He was educated as a lawyer, but did not practice his profession long before engaging in the insurance business in which he was conspicuously successful, being at the time of his death State Agent for North Carolina and Virginia of a prominent insurance company and being connected with many other important business enterprises of the Capital City. Mr. Drewry was at one time principal owner of the Raleigh Times. His public service as a legislator and in the city council of Raleigh was such as to merit the plaudits of his fellow-men. He took an active part in civic matters; was from time to time President of the Raleigh Chamber of Commerce, and his counsel will be missed.

FLAGGING CROSSINGS.

When is a flagman not a flagman? A question which might be answered by the railroads running into Kinston. Some months ago, when the agitation for proper protection at the grade crossings within the city limits was in progress, city council called upon the Norfolk Southern and Atlantic Coast Line to place gates at their crossings and at their request, we believe, agreed to waive the gate provision at some crossings in lieu of the roads agreeing to have the approach of every train flagged to warn users of the crossings against danger.

127-3W

The gates at Queen street and Heritage street are operated "Off and on" in the daytime, but not at night, plan which The Free Press considers much more hazardous to traffic than if no gates were provided at all Several accidents have occurred in other places in the State recently, which were attributed to that very con-Mulligan, in sole charge of Eastern Department. Files dition-those having occasion to use the crossings did not take sufficient precaution to look out for themselves because they were under the impression that the gates would be lowered if there was an approaching train.

> That phase of the matter we didn't intend to discuss at length now, but to emphasize our question. "When is a flagman not a flagman?" In other words, is a crossing properly protected and flagged when the porter or other member of the crew of a passing train stands on the pilo' of the engine and waves a red flag as the locomotive passes the crossing? What protection is offered; what opportunity to get out of the way of the train, is there? Our answer is: "When the flagman stands on the pilot of his engine and rides over the crossing, which he pretends to flag, he is not a flagman." Are we correct?

WHAT OTHERS SAY

A CRISIS IN JOURNALISM.

Richmond News Leader: "What would you think if the newspapers of Richmond simultaneously announced that they would suspend publication one day in the week; and how would you feel if you had to pass a whole day with-

"You would very naturally ask yourself what ailed the newspapers and you would wonder if, at a time when people are most dependent on news than ever before they were to be deprived of it. You would regard it as a backward step in journalism, inexplicable and inexcusa-

"Yet such a proposal has been seriously made and seriusly considered and only rejected because publishers concluded that advertisers and readers had a right to daily display and daily news. It was considered because, with the reading public scarcely aware of the situation, the newspapers of the United States are passing through the most serious crisis in their history.

"Nobody outside the publishing business can appreciate what that crisis means and how vitally it affects the life of the American people. For reasons as yet undetermined a sudden shortage in newsprint has developed. In many instances, paper manufacturers have been compelled to prorate their output among their customers and to tell even those newspapers that had been dealing with them for years that their orders can only be filled in percentages of output. In other cases, where paper contracts have expired, some newspapers have been compelled to pay twice as much for their paper as they paid a year ago. One of the largest newspapers in the country, a paper of international reputation, is now in the open marper is now paying \$5.75 for paper that cost it \$2.20 a

"When readers take into account the tremendous amount of paper used by the large newspapers and when they realize the insignificant price at which the newspaper is sold, they can begin to appreciate the extent of this problem. The News Leader, for instance uses approximately 2,700,000 pounds of paper a year and for large single issues consumes as much as 17,500 pounds.

"The worst aspect of the situation is that relief is nowhere in sight and that other supplies are mounting upward in cost almost as rapidly as print-paper. The American Newspaper Publishers' Association, which includes in its membership all the leading publishers of the country, has made a careful investigation of the news-print problem and can give no better assurance than by 191' the situation should be somewhat improved.

"It is not surprising that many of the smaller papers are suspending and that some of those that yielded a reasonable return on the investment are now operating at a growing loss. We cannot recall a time when the outlook was most serious."

GOING IT TOO HARD?

Overwork, worry, overeating and ack of exercise and sleep are responsible for much kidney trouble. If your back aches and the kidneys teem weak, rest up and use Doan's Kidney Pills.

Mrs. A. W. Clark, 306 W. Blount treet, Kinston, says: "I had pains hrough my back and loins and sufered from headaches and dizzy pells. The kidney secretions were innatural and my feet and ankles ecame swollen. I used different redicines with no benefit; in fact, I scame worse. Finally I got Doan's lidney Pills and began using them. he swelling in my imbs disappeard and the other symptoms of the rouble were relieved."

Price 50c, at all dealers. Don't imply ask for a kidney remedyet Doan's Kidney Pills-the same hat Mrs. Clark had. Foster-Milburn o., Props., Buffalo, N. Y.

ALE OF LAND BY MORTGA GEE

Under and by virtue of the powers ontained in that certain mortgage, nade by R. A. Wooten and wife, Emna Wooten, to Hines Brothers Lumer Company on April 18th, 1912, as oppears of record in the office of the Register of Deeds for Lenoir Couny in Book 44 at page 261, said nortgage and the indebtedness therey secured having duly come by ransfers to the undersigned B. F. D. Albritton, and default having been nade in the payment of the indebtdness by the said morigage secured, he undersigned will on the 25th day of September, 1916, at about 12 'clock M offer for sale to the highst bidder for cash at the Courthouse loor in Kinston, N. C., the followng described tract of land, which is hat described in the said mortgage, und is more particularly described s follows:

Situated in the aforesaid State nd county, and in Vance township, djoining the lands of Mrs. L. 'arrot and others and bounded

Beginning at a stake on the West dge of the Kinston and Snow Hill ublic Road near a tenant house on . Hyman Mewborne's land and runs V. 43 E. with Mrs. L. L. Parrott's and W. O. Moseley's lines 1716 feet o a stake; thence N. 21 degrees and 8 minutes West 1893 1-2 feet to a take; thence N. 59 degrees and 52 ninutes West 1515 feet to a stake! hence N. 40 1-4 West 1633 1-2 feet to a stake; thence S. 79 West 723 cet to a stake in the East edge of aid road; thence with said road S. 11-4 E. 368 feet; thence S. 381-2 East 769 feet; thence S. 32 1-4 E. 1293 feet; thence S. 301-2 E. 1557 ginning. 176 and 72-1000 acres, more or less, excepting, however, from the foregoing description about 30 acres seretofore conveyed by R. A. Wootin to his wife, Emma Wooten, which s situated on the South side of the above described tract of land, and ying on the South side of the lead titch through the Bright new ground. This 23rd day of August, 1916.

B. F. D. Albritton, Assignce of Mortgagee. NOTICE OF ADMINISTRATION.

VIRGINIA STATE FAIR RICHMOND

Tickets will be soid from Kinston at \$5.65 for the Round Round Trip, for all trains from OCTOBER 6th to 14th, Inc.

Like getting back home for Thanksgivingthey satisfy!

Thanksgiving with the old folks at home—it does satisfy! For your smoking, Chesterfields do the same thing-they satisfy!

But Chesterfields are MILD, too-that's the wonder of it.

Don't expect this new cigarette enjoyment (satisfy, yet mild) from any cigarette but Chesterfields, because no cigarette maker can copy the Chesterfield blend-an entirely new combination of tobaccos and the biggest discovery in cigarette making in 20 years.

Liggett & Myers Tobacco Co.

"Give me a package of those cigarettes that SATISFY."

CIGARETTES



10 for 5c Also packed 20 for 10c

Via the ATLANTIC COAST LINE. The Standard Railroad of the South.

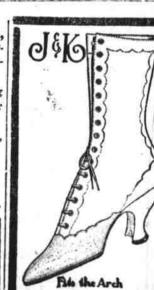
Proportionate Fares From Inter-Tickets will be limited returning

until midnight of Monday, October 16, 1916. For further details, tickets, etc.,

apply to D. J. WARD. Ticket Agent, Kinston, N. C.

DR. DAN W. PARROTT DENTIST Crown and Bridge Work A Specialty

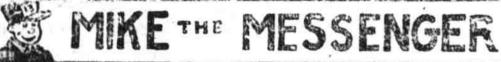
Office Over Cotton Mill Office



Shoe Perfection Found Only In J. & K. Footwear

The extreme carefulness that is moulded into the for women makes it the most perfect shoe on the market today. J, & K. shoes not only fit the arch, but fit from "toe to heel" and from "sole to top"-balanced to carry each heel that the style demands. J. & K. styles are always just a little ahead of other lines and can not be equaled. All these good qualities are offered at popular

MARK CUMMINGS



BARBER HAS GOOD METHOD





