

THE DAILY FREE PRESS

(United Press Telegraphic Reports)

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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 second-class matter under act of Congress, March 3, 1879.

Communications received and not published will not be returned unless stamps to cover postage accompany same.

NEW YORK OFFICE—38 Park Row, Mr. Ralph R. Mulligan, in sole charge of Eastern Department. Files 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.

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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 jaunts talking every mile of the way without committing himself a single time on a single important issue.

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

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 are non-partisan and should have the earnest consideration of every voter in the State.

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.

The gates at Queen street and Heritage street are operated "Off and on" in the daytime, but not at night, a 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 condition—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 pilot 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 without any news whatsoever from the outside world?"

"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 inexcusable.

"Yet such a proposal has been seriously made and seriously 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 prorrate 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 market buying print paper at an increase of approximately 120 per cent. in cost. Another well-known Western paper is now paying \$5.75 for paper that cost it \$2.20 a year ago.

"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 1914 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 lack of exercise and sleep are responsible for much kidney trouble. If your back aches and the kidneys seem weak, rest up and use Doan's Kidney Pills.

Mrs. A. W. Clark, 306 W. Blount street, Kinston, says: "I had pains through my back and loins and suffered from headaches and dizzy spells. The kidney secretions were unnatural and my feet and ankles became swollen. I used different medicines with no benefit; in fact, I became worse. Finally I got Doan's Kidney Pills and began using them. The swelling in my limbs disappeared and the other symptoms of the trouble were relieved."

Price 50c, at all dealers. Don't imply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mrs. Clark had. Foster-Milburn Co., Props., Buffalo, N. Y. adv.

SALE OF LAND BY MORTGAGEE

Under and by virtue of the powers contained in that certain mortgage, made by R. A. Wooten and wife, Emma Wooten, to Hines Brothers Lumber Company on April 18th, 1912, as appears of record in the office of the Register of Deeds for Lenoir County in Book 44 at page 261, said mortgage and the indebtedness thereby secured having duly come by transfers to the undersigned B. F. D. Albritton, and default having been made in the payment of the indebtedness by that said mortgagee secured, he undersigned will on the 25th day of September, 1916, at about 12 o'clock M offer for sale to the highest bidder for cash at the Courthouse floor in Kinston, N. C., the following described tract of land, which is hat described in the said mortgage, and is more particularly described as follows:

Situated in the aforesaid State and county, and in Vance township, adjoining the lands of Mrs. L. L. Parrott and others and bounded as follows:

Beginning at a stake on the West edge of the Kinston and Snow Hill public Road near a tenant house on F. Hyman Mewborne's land and runs N. 43 E. with Mrs. L. L. Parrott's and W. O. Moseley's lines 1716 feet to a stake; thence N. 21 degrees and 8 minutes West 1893 1-2 feet to a stake; thence N. 59 degrees and 52 minutes West 1515 feet to a stake; thence N. 40 1-4 West 1633 1-2 feet to a stake; thence S. 79 West 723 feet to a stake in the East edge of said road; thence with said road S. 11-4 E. 368 feet; thence S. 38 1-2 East 769 feet; thence S. 32 1-4 E. 1293 feet; thence S. 30 1-2 E. 1557 feet; thence S. 27 E. 800 feet; thence S. 23 1-2 E. 913 feet to the beginning. 176 and 72-1000 acres, more or less, excepting, however, from the foregoing description about 30 acres heretofore conveyed by R. A. Wooten to his wife, Emma Wooten, which is situated on the South side of the above described tract of land, and lying on the South side of the lead ditch through the Bright new ground. This 23rd day of August, 1916.

B. F. D. Albritton, Assignee of Mortgage. NOTICE OF ADMINISTRATION.

VIRGINIA STATE FAIR

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



Like getting back home for Thanksgiving— they 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's Myers Tobacco Co.

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

Chesterfield CIGARETTES



10 for 5c Also packed 20 for 10c

Via the ATLANTIC COAST LINE, The Standard Railroad of the South. Proportionate Fares From Intermediate Points. 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 fit, style and workmanship of the J. & K. boot 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 Prices.

MARK CUMMINGS



MIKE THE MESSENGER

THE BARBER HAS A GOOD METHOD

BY WALT DESMOND.

