

THE DAILY FREE PRESS

(United Press Telegraphic Reports)

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FRIDAY EVENING, OCTOBER 6, 1916

According to reports, there was no congestion in the receiving line when Teddy and Bill saluted each other. They kept moving.

The Hughes-Fairbanks' banner is now stretched across one of Richmond's principal streets calling attention to the fact that they are candidates for President and Vice-President. Mr. Hughes can find nothing in this action to support his "sectional" criticism.

Bill and Teddy have pulled off their little handshaking affair according to schedule, and it was very prim and correct in every detail, evidencing the careful preparation which had been made with none of the gushing "so sudden" or unexpected about it at all.

The Snow Hill Standard-Laconic remarks: "People who boosted prices on the strength of the strike are sailing right along under the happy delusion that the strike is in force and we, as usual, are the goats." There is more truth than poetry in this comment, we fear.

Patrons of the First National Bank of Richmond, one of the strongest financial institutions in the South, will not with pleasure the elevation of Vice-President John M. Miller, Jr., to be president, succeeding the late Col. John B. Purcell. Mr. Miller is a banker of long experience, beginning his career in Buchanan, Virginia, twenty odd or more years ago. Since his removal to Richmond his advancement with the First National has been rapid, and his promotion as well as others of the bank family who are moved up, insures a continuance of the policies which have built up a strong clientele for the institution.

THE "BANNER PROHIBITION CITY."

The Richmond News Leader carries a story in a recent issue of a conference, held between the hotel managers of Richmond and State Prohibition Commissioner Peters, the result of which was that the hotel managers agreed not to undertake in any way to evade the State-wide prohibition statute, which becomes operative November 1st. Mr. Peters declared at the conclusion of the conference that it was proposed to make Richmond the "banner prohibition city." It is certainly a splendid goal to set and the hotel men and others, who might be shrewd enough to find some loophole by which they could evade the law, are entitled to congratulation for the stand they have taken.

Very naturally there will be some reaction in a financial way when the law first goes into effect, but the experience in Virginia will no doubt be what it has been everywhere else, that the readjustments, made necessary by the abolition of the liquor traffic, are not hard of attainment, and it will not be long before even those, who now look with some misgivings upon the outcome, to realize the improvement by virtue of John Barley-corn's banishment.

WILL MAKE INTERESTING READING.

If the United States Supreme Court upholds the lower court in ordering Milton H. Smith, president of the Louisville & Nashville Railroad, to divulge the L. & N.'s political activity secrets and the "Czar of the Railroad World" tells all he knows, it will make interesting reading.

No corporate interest in America has been more stubborn in yielding to legislation than has the Louisville & Nashville. The injunction method has been worked to a fare-you-well in every instance where rates have been involved and enforcement of other laws, pertaining to the railroads attempted. Only in the past few weeks has Mr. Smith's company responded to the mandate of the law and agreed to accept interchangeable mileage, known as Form Z and sold at 2 cents. When this form of mileage was adopted by the other roads of the South-eastern Tariff Association, the L. & N. and some allied lines put out a "penny scrip" form and just recently has this been withdrawn and the traveling public given the privilege of riding on its lines under the same conditions as on other roads.

In spite of that arbitrary and czarlike management the Louisville & Nashville is one of the best railroad properties in the country. Its "pernicious political activities," however, have long been the brunt of the criticism of those advocating the divorce of capitalistic control from governmental affairs. Some of the States, through which the Louisville & Nashville runs, have succeeded in breaking the shackles of its control at their capitals, but others have not been so successful.

The developments in the inquiry, when the Interstate Commerce Commission cross-questions Mr. Smith, will indeed be worth keeping up with.

Boys of seventeen in France have been summoned to the training camps to prepare themselves for military service upon reaching the age of eighteen. It is terrible to contemplate that children, who haven't reached the age of responsibility, and who know little of life's trials, should be called upon to sacrifice their lives in war, and the most serious aspect is that the end is not yet in sight. Unless hostilities cease, who knows but what the sixteen-year-old and the fifteen-year-old classes and on down the line will also be drafted?

Fond mammas and papas shouldn't confuse the "Better Babies Contest" for a "best" babies, for all of them know that their offspring is the premier youngster regardless of any measurements and thumpings of the experts. The Better Babies Contest, being arranged under the auspices of the Mothers' Club of Kinston for the Kinston Fair, October 24-27, is to enlighten mothers and fathers on some essentials for better babies, and to encourage the practice of certain simple rules in caring for and encouraging the development of the little fellows. No exhibit nor feature of the Kinston Fair will be more important and far-reaching in its influence upon the future of this section than the Better Babies Contest, which should, and we hope will, be a regular feature, growing in interest and importance as the years go by, of the Kinston Fair.

WHAT OTHERS SAY

"THE BRIGHT SIDE."

Greensboro Record: "Lucky is the man who always sees the bright side. The man who knows that tomorrow things will be all right. The man who doesn't borrow trouble and refuses to endorse for the man who wants to borrow trouble. Several citizens this morning insisted that this kind of weather was just what they wanted to see. They explained that if this week was a little off; if bad weather visited us that by the time for the great Central Carolina Fair the elements would be subdued; that the sun would shine; that genial and hazy October days would bring forth the big crowd that should come.

"And that is the bright side. 'Hope, ever radiant, still beckons us on.' And without hope there would be little left. So back to your caves, base pessimists. Back to the gloom from whence ye came—and on optimists—come in hordes proclaiming that grand day that awaits us."

FOOTBALL SEASON IN WEST TO OPEN WITH SATURDAY CONTESTS

BY HAMILTON

(United Press Staff Correspondent)

New York, Oct. 6.—With a new coach in charge and a brand new team in the field Nebraska University, the class of Western football for several years, will catapult into the limelight tomorrow afternoon by opening its football season, sharing the calcium with the bigger universities of the East.

The University of Chicago eleven and teams from Wisconsin, Illinois, Purdue and other prominent Western points will star things. In the East Harvard will take on Tufts at Cambridge, Yale, apparently a glut for punishment, will tear into the moleskin knights from the University of Virginia. Last year the Southerners handed the Sons of Eli a bad black eye in their tussle. Princeton will face a new foe in North Carolina and is not expected to have more than the ordinary amount of trouble in coming through on the right end of the score.

Nebraska's opening game is a conference contest, scheduled with Drake, generally considered a weak sister in the Missouri Valley.

In the Big Nine none of the teams clash with fellow "Big Niners."



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.
4:41 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.

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

SOUTHERN RAILWAY.

Effective Monday, September 11th, 1916. Southern Railway announces the present Winston-Salem-Beaufort-Morehead City Pullman sleeping car will be shortened to Winston-Salem at 8:50 p. m. same as at present, and arrive Goldsboro following morning, returning car will leave Goldsboro 10:35 p. m., arriving Winston-Salem following morning.

Present Greensboro-Raleigh Pullman sleeping car line will continue to operate.

For full details, reservations, etc., address,

J. O. JONES,
Traveling Passenger Agent,
Raleigh, N. C.
The Southern Serves the South.
adv-tf.

THINGS THAT NEVER HAPPEN

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SCENES FROM LIFE OF SOLDIERS SHOWN IN WILD WEST SHOW

Scenes from the life of Uncle Sam's "boys in khaki" are, it is announced, accentuated in the performances of the combined Buffalo Bill (Himself) and 101 Ranch shows, which are scheduled to exhibit in Kinston, Saturday, October 14.

"Preparedness," which is the name of the new military spectacle which is offered as the leading feature of this season's exhibition, is, it is announced, presented on a scale of magnitude and with an attention to realistic detail that would have been impossible without the active co-operation of the United States War Department. Purely as a military spectacle "Preparedness" is said to be an absorbingly interesting and thrilling presentation of military strenuousness, while, as a patriotic appeal to the country it is declared to be without precedent. An army of soldiers and hundreds of horses are utilized in the display.

Among the other offerings made possible by a big Congress of cowboys, cowgirls, Indians, Mexicans and other Wild West people, is an attack on a pioneer's train of "prairie schoolers" by Sioux Indians; the capture and punishment of the horse thief, according to the summary code of the early days on the frontier; a stage-coach hold-up, in which a big bunch of Mexicans are utilized; the pony express, showing how the mail was carried by means of relays of fast horses; a buffalo hunt, illustrating the Indian method of stalking the wild bison; Indian sun, green corn, ghost and war dances, led by the great Sioux medicine man, Lone Wolf; a round-up of long-horned cattle, in which the skill of the cowboys, both as horsemen and in handling theariat is shown; roughriding by cowboys and no less daring cowgirls, and other exhilarating events. For the purposes of the broncho-busting

contests fifty wild horses have, it is announced, recently arrived from the 101 Ranch at Eliss, Oklahoma, and there will be two performances, at 2:15 and 8:15, preceded by a characteristic military and frontier parade at 10:30 in the morning.

NATIONAL SWINE SHOW OPENS AT OMAHA, NEB.

Omaha, Neb. Oct. 5.—The national swine show opened here today and will continue until October 11. Exhibits from all over the United States and from parts of Canada are in the pens. The University of Nebraska is exhibiting complete equipment for feeding, breeding and housing swine.

EAST CAROLINA RWY.

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 train No. 12 to Washington. Leave Fountain 8:00 a. m., Macesfield 8:20; Pinetops 8:30; arrive Tarboro 9:10; connecting with A. C. L. train No. 90 for Norfolk.

Train 4, Motor Car.—Leave Tarboro after arrival of A. C. L. train 49 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 Hookerton 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.

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.

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.

CAROLINA RAILROAD

TIME TABLE No. 1 FIRST-CLASS FREIGHT AND PASSENGER SERVICE.

Every Day Except Sunday	
Southbound	Northbound
332	333
A. M.	P. M.
7:29..... Hines Junction	5:00
7:06..... Pools	5:20
7:00..... Dawson	5:27
6:47..... Glenfield	5:41
6:40..... Suggs Siding	5:50
6:30 Lv..... Snow Hill	6:00

All trains governed by the Norfolk Southern rules while using the track from Kinston to Hines Junction and subject to the orders of its superintendent.

WM. HAYES,

Gen'l Supt., Kinston, N. C.

G. A. JONES

Freight & Passenger Agent, Snow Hill, N. C.

ATTRACTIVE INVESTMENT GASWELL COTTON MILLS GUARANTEED 7 PER CENT PREFERRED STOCK.

This mill is recognized as one of the best equipped and best managed mills in the South, and is now on a sound and paying basis. The company is now building a 112 foot extension to the mill, and will install 5,000 additional spindles during the fall.

The increased equipment will materially reduce the cost per spindle for the entire investment, and will enable the mill to make better earnings. The cost of addition to the building and new machinery will amount to about \$45,000. The Board of Directors has decided to offer about that amount of First Series Guaranteed 7 per cent. Preferred Stock.

This stock draws 3 1/2 per cent. cash dividend every six months, payable April 1st, and October 1st of each year. The holders of this stock do not have to pay taxes on same. This stock is unquestionably the safest and best investment to be found in this community at the present time.

Those interested had better subscribe promptly, as we anticipate the entire amount will be sold promptly. Those desiring further information will please address the company.

GASWELL COTTON MILLS
F. C. DUNN, Treasurer.



MIKE THE MESSENGER

HE TELLS HIM WHAT HE CAN DO

BY WALT DESMOND

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