

THE DAILY FREE PRESS

(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 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, NOVEMBER 1, 1916

With tobacco selling above the twenty-cent mark and "King" cotton demanding better than eighteen, times are bound to be good. "Peace and Prosperity" prevail.

That "peace and prosperity" abound and are appreciated in this good country can be proven by asking most any business man: "How's business?" His answer will come very quickly: "Fine."

There seems to be a growing tendency for some of the residents of South Kinston, who have more or less police court notoriety, to parade the main thoroughfares of the city in automobiles "for hire." The attention of the police would not be undesirable.

One of the best evidences that Progressive vice-presidential nominee, John M. Parker of Louisiana, has given of his progressivism is his active support of President Wilson and his refusal to follow the lead of Colonel Roosevelt and retrograde to the ranks of the "old liners."

By all means, our little neighbor to the south, Pink Hill, should have express service. And a train leaving here a little later in the afternoon would be of benefit to the people of the section and to the merchants of Kinston as well. It would enable shoppers from Pink Hill and Beulaville to come to town and have longer to do their marketing.

The Olympia, Admiral Dewey's flagship, is again in active service after having lain idle for several years in Charleston harbor. The historic cruiser from whose mast flashed that stirring command, "Steam ahead, Steam ahead," eighteen years ago in Manila Bay, will be flagship for a cruiser squadron in Central American waters. Luck to the old fighter!

Secretary Hugh McRae of the Wilson-Marshall Finance Committee for North Carolina directs attention to the fact that practically every section of the State is represented in the campaign contributions which now aggregate \$33,308.25. Thus the ideal of Democracy, to have rank and file of the party support it, and not depend upon huge slush fund contributions, is being realized.

One of the most complete and comprehensive special editions to come to our exchange table in some time is the "Textile Industrial Edition" of the Columbia (S. C.) Record. The edition contains 116 regular size pages, and is enclosed in a handsome book paper cover attractively printed in colors and illustrated. The paper is filled with textile and industrial news and information of its territory. It's one of the most elaborate reviews of the cotton mill industry that any newspaper has undertaken, and does credit to its publishers, its section and the subjects treated. The Record's effort cannot fail to bring to its section much favorable comment and advantage in publicity.

AFFORD BETTER SHOPPING FACILITIES.

An incoming morning train on the Atlantic Coast Line would afford much better shopping facilities for people living along that line and within Kinston's trade territory. At present the first train to arrive over that line is not due in Kinston until a few minutes before three and the returning train departs at 4:10 p. m., thus giving only about an hour and a half intermission. This is entirely too short for any shopping to be done and it is natural to suppose that those people, who are not provided with private conveyances, go elsewhere to do their trading and business, which rightfully belongs to Kinston merchants, is sent to other places.

The Free Press believes that the Chamber of Commerce would do well to have its railroad committee begin negotiations for a morning service over the "Coast Line." It may not be practical to inaugurate service at once, but it is well enough to lay the plans for such service at as early date as is practicable.

The trains that come to Kinston in the forenoon and remain long enough to afford ample shopping time are the ones that are worth while and an incoming morning schedule with a corresponding return in the afternoon, for every line must be encouraged and secured if our trade territory is to be properly cultivated.

Far be it from us to criticize the New Bern cops, alleged to have taken suit cases of liquor consigned to Kinston and Goldsboro from a Norfolk Southern train, for their activities in running down law violators, but from recent reports of the quantities of liquor being received at New Bern from Norfolk supply houses, we would judge that the cops down that way would have all they could attend to, if they rounded up the "stuff" sent direct to New Bern, without having to borrow trouble from Kinston et al.

WHAT OTHERS SAY

OLD VIRGINIA'S GONE DRY.

Norfolk Ledger Dispatch: "Tonight the sale of intoxicating liquors in Virginia will cease, the saloons will close and the bright lights will be dimmed, possibly forever in the Old Dominion. The law becomes effective tomorrow, and we believe that it will be enforced as it should be. It will not be easy for some men to adjust themselves to the new conditions, and it will not be easy for all of those who will be thrown out of work to take up new lines of business, but time will soon restore the equilibrium and apparent hardships assume a better aspect.

"The object of the law is to stop the sale and traffic in liquor, and this will be accomplished for the people of this State are essentially observers of the law, as under prohibition as time goes on there will be less and less of a demand for intoxicants. The law has been drastic, but its enforcement may be firm without being fanatical. It is the ultimate purpose to eliminate the sale of liquor in the State, and this will be accomplished.

"In all of the arguments against prohibition there has not been one in favor of over indulgence in strong drink, and for the pitiful wreckage along the path of mankind there is no apology. All of us have known some instances in which the abolition of liquor would have wrought a miracle, and what temptations disappear with tonight none can estimate."

GOOD STATE'S WITNESS.

Wilmington Dispatch: "Theodore Roosevelt's challenge with such gusto and bombast last week in Chicago is not to go unnoticed. John M. Parker, vice-presidential nominee of the Progressive party, will camp on his trail. He will tell them why his judgment is questionable and just how he is apt to smile upon them and, at the same time, wallop them in the back. Mr. Parker knows. He was close to the Colonel. So close that the Colonel hypnotized him with his show of sinerity, and lured him on to the rocks. The voters must admit that Parker is in a position to tell of the betrayal by Roosevelt, if only as a state's witness."

SUBSCRIBE TO THE FREE PRESS

Doctor Says Nuxated Iron Will Increase Strength of Delicate People 200 per cent in Ten Days

In many instances—Persons have suffered untold agony for years doctoring for nervous weakness, stomach, liver or kidney disease or some other ailment when their real trouble was lack of iron in the blood—How to tell.

New York, N. Y.—In a recent discourse Dr. E. Sauer, a Specialist who has studied widely both in this country and Europe said: If you were to make an actual blood test on all people who are ill you would probably be greatly astonished at the exceeding large number who lack iron and who are ill for no other reason than the lack of iron. The moment iron is supplied all their multitude of dangerous symptoms disappear. Without iron the blood at once loses the power to change food into living tissue and therefore nothing you eat does you any good; you don't get the strength out of it. Your food merely passes through your system like corn through a mill with the rollers so wide apart that the mill can't grind. As a result of this continuous blood and nerve starvation, people run down and frequently develop all sorts of conditions. One is too thin, another is burdened with unhealthy fat; some are so weak they can hardly walk; some think they have dyspepsia, kidney or liver trouble; some can't sleep at night, others are sleepy and tired all day; some fussy and irritable; some skinny and bloodless, but all lack physical power and endurance. In such cases, it is worse than foolishness to take stimulating medicines or narcotic drugs, which only whip up your fading vital powers for the moment, maybe at the expense of your life later on. No matter what any one tells you, if you are not strong and well you owe it to yourself to make the following test. See how long you can work or how far you can walk without becoming tired. Next take two five-grain tab-

Kinston Free Press Co. Inc.

Offers Splendid Investment Opportunity

ISSUE OF 7 PER CENT PREFERRED STOCK

Interest payable Semi-annually

The Kinston Free Press Company, in line with its announced policy to give to the people of this section a newspaper abreast of the times, and in order to enable it to do so, offers \$5,000 in \$100 shares Preferred Stock, bearing 7 per cent., guaranteed, payable October 1 and April 1; Stock dated October 1, 1916, and demandable by holder at par value at end of five years, or redeemable at option of company at end of either two, three or four years, at premium of 3, 2 or 1 per cent., respectively.

The proceeds of this issue will be used to further equip and modernize the plant. Prospective investors should address the Company or T. V. Moseley, Secretary.

KINSTON FREE PRESS COMPANY, INC.

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Telephone No 182 110 E. Gordon St.

NORFOLK SOUTHERN

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 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,

EAST CAROLINA R.F.V.

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., Macleesfield 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 the 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.

See our Window Display

J&K

SHOES for Women

All the New Styles and Colors for this Fall Are Shown Here. Remember Our Motto "Quality First."

Yours to Please,

Mark Cummings

SHOES ARE BETTER

Agent For Clapp, Bannister, and Flosheim Shoes

MIKE MESSENGER

NOT READER - MIKE WILL BE BACK TO-MORROW. BY WALT DESMOND.

No 173

AS I LIVE A DIAMOND NECKLACE IT'S PROBABLY WORTH A MILLION—AN' TH' REWARD WILL PUT ME ON EASY STREET FER LIFE!

THINK OF IT—COUNTRY ESTATE—PRIVATE YACHT—BIG FEEDS—NO GETTIN' UP EARLY IN TH' MORNING—AN' TH' MOVIES EVERY NIGHT!

IT MUST BELONG TO AN' HEIRESS—IF SHE'S YOUNG AN' HANDSOME SHE'LL WANT TO MARRY ME SURE—AN' PERHAPS I'LL SAY YES! I'M GONNA SEE HOW MUCH IT'S WORTH!

SAY BOSS—KIN YER GIVE ME AN IDEA OF HOW MUCH DIS VALUABLE LITTLE TRINKET IS WORTH?

THAT ENDS IT ALL!

OH!—ABOUT NINE DOLLARS A CARLOAD!

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