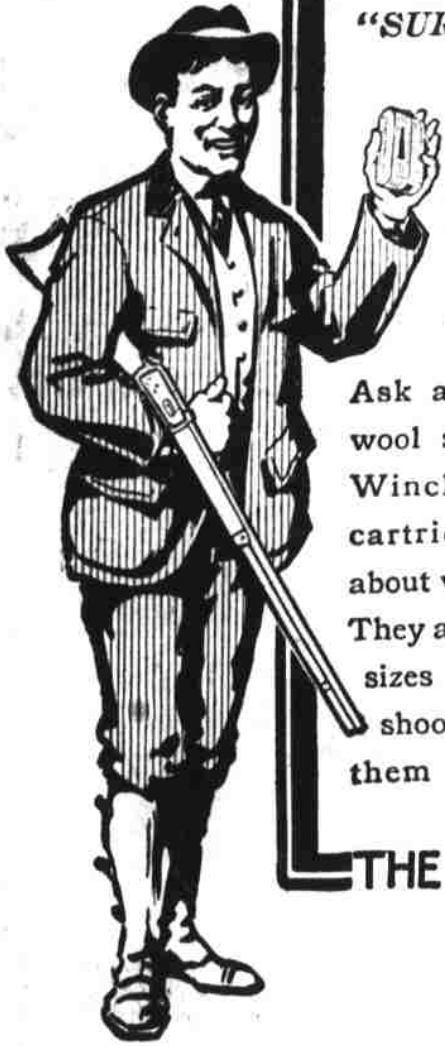


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THE **W** BRAND

WOULD THE "CROOKS OF 1912" LET HUGHES KEEP PLEDGES?

Candidate Hughes is running on a platform of promises. The safest—the only trustworthy—method of judging the future is by assessing the past. Candidate Hughes' promises should be weighed in the light of his past performances as an executive. Here are some of his promises made when he was a candidate for Governor of New York and set opposite them are his performances to correspond with them:

CANDIDATE HUGHES SAID:	GOVERNOR HUGHES DID:
"I believe in labor legislation and the great benefits that have flowed from the wise conduct of labor organizations."	Refused to appoint a practical railroad man to the State Public Service Commissions, although urged to do so by organized labor.
"I want to see fair justice done to everybody who works."	Vetoed the bill, giving women schoolteachers equal pay with men for equal work.
"Every practical measure for the real benefit of labor will have my support."	Vetoed the full-crew railroad bill.
"I promise the enforcement of the law with equal severity and in equal justice to all—corporations and individuals."	Vetoed bills urged by State Tax Commission to compel corporations to pay their franchise taxes promptly and to authorize the Tax Board to equalize special franchise tax valuations.
"The conditions of transportation in New York City are a shame and I purpose to find out the proper method of procedure and whether legislation or administrative action is necessary."	Vetoed Coney Island five-cent fare bill which would have saved the people of New York city \$1,500,000 a year. Accomplished nothing to correct street-car overcrowding.
"I shall devote myself with renewed zeal to the people's service. My administration shall be an unbossed administration."	Blocked in his efforts by the bosses of his party, Gov. Hughes resigned in his second term to accept appointment to the United States Supreme Court.

Mr. Hughes is not the Republican party. He would be no more able to make good his promises as President than he was as Governor of New York. If he were elected President he could deliver only so much as the Republican bosses—the "Crooks" denounced by Roosevelt in 1912—would permit him to deliver.

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WAS BIG LEGAL FRAY IN DISTRICT COURT

The case of E. B. Freeman vs. Kinston Manufacturing Co., et al., tried in Federal Court at New Bern this week was one of the "hardest-fought legal battles in the history of Eastern Carolina—a fight to a finish," according to one person interested in the cause who kept up with its progress. The newspaper reports Friday, stating that Freeman was awarded \$7,500, gave only the ultimate result, while both sides are claiming a victory. The brilliant array of legal talent, included E. F. Aydlotte of Elizabeth City, Walter D. Taylor of Norfolk, A. D. Ward of New Bern and M. T. Dickinson of Goldsboro for the plaintiff and G. V. Sawyer of Kinston and Ex-Judge O. H. Gail of New Bern for the defendant. It required two days to try the case, one for the plaintiff and one for the court's charge and verdict.

The case was tried on two phases, the first being as to whether or not the defendant agreed to pay the plaintiff \$25,000 in case a fire should occur at a certain time, and the second, as to whether or not the plaintiff had made such a contract. The plaintiff claimed that he had made the property contract, and that he was entitled to the \$25,000. The defendant, however, claimed that the plaintiff had not made such a contract, and that the plaintiff was not entitled to the \$25,000. The jury found that the plaintiff had made a sale under the contract even if there had been such quantity and that the re-

duced price was not due to such shortage. The jury nevertheless gave the plaintiff a verdict for \$7,500 for his services.

Each side claims that it is entitled to a judgment on the verdict, the plaintiff can recover anything if the representation, though not true, did not break up the sale. It was agreed to hold the matter open for 30 days, and within that time the question as to the true effect of the verdict will be argued before Judge Henry G. Connor.

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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.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 train No. 12 to Washington. Leave Fountain 8:00 a. m., Macclesfield 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.

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"The new broom sweeps clean." We have been in business but a short time, but the number of our customers has grown steadily, and we have yet to hear of one patron dissatisfied with the price he got or the treatment he received. We do our best to please them and believe we are succeeding. Come and try us yourself

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