

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, a 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 B. Mulligan, in sole charge of Eastern Department. File 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.

MONDAY EVENING, NOVEMBER 20, 1916

We apprehend that the survivors of the tug which was sunk in collision with the submarine Deutschland would almost be willing to acclaim that the experts, who examined the merchantman have been wrong in reporting that it was unarmed.

We notice a well-known health officer advises the people of his district to swat the fly now and prevent typhoid fever next summer. The doctor's advice is applicable hereabouts and if heeded would unquestionably add much to the pleasure, comfort and safety of living in Kinston.

Our city authorities would do well to have teamsters who haul gravel through the streets, to chink the crack and thus relieve others who have occasion to use the streets of the nuisance and inconvenience of riding over a lot of rough gravel scattered from one side of the thoroughfare to the other.

Feature writers with the soldier boys in Texas have discovered that Kinston is represented by the "long an short" of the physical specimens in the persons of Le Kornegay, 6 ft. 6 in. and weighing 210-1-2 pounds and Rodolph Nunn, 5 ft. 3-1-2 in. and weighing 111 pounds. It will be good news to the friends and relatives of the boys to know that they are not only attracting attention because of their statures but because they are making good as soldiers.

Stories coming from Mexico indicate that the Villa outlaws are again carrying on their crusades of murder and pillage and that their dastardly work is being perpetrated with as much ferociousness as ever. The renowned activities of Villa indicate very clearly the wisdom of President Wilson and the army heads in insisting upon keeping General Pershing's expedition on Mexican soil. There is little doubt but that conditions would have been as bad now as before American troops entered Mexico had there been a withdrawal when Carranza insisted upon it.

DEMOCRACY'S OBLIGATION.

Attention has been directed before in these columns to the deficit incurred by the National Democratic Committee in the re-election of President Wilson and Vice President Marshall. \$300,000 more than was subscribed was expended. This money must be paid. It is an obligation upon Democracy which cannot be ignored. Secretary MacRae of the North Carolina committee suggests that:

"In all probability it was this last \$300,000 spent by the National Committee which assured Mr. Wilson's re-election."

The Republican campaign was provided, as it has always been, with ample funds. There was no lack of money and the Democratic committee had to take care of the doubtful precincts and naturally money had to be used for travelling and other necessary expenses for those who were called upon to uphold the standard of Democracy. In Ohio, for instance, where the Democrats such a signal victory, Mr. Hughes' committee admittedly spent over \$300,000.

In appealing for the help of the Democrats of North Carolina, Secretary MacRae says:

"Will you not make this matter of Democratic credit the basis of a request for a public subscription, (1) from all Democrats who wanted to give to the original fund, but for any reason failed to do so; (2) from those who gave to the original fund, but who would be glad to give more liberally; and (3) from those who were liberal in the first instance, but who feel sufficient joy over the victory to give more, in order to make a clear record, as well as a glorious one, for the Democratic party."

The Free Press will be glad to receive and transmit any contributions which may be made by the Democrat if this section or such contributions may be made to the local finance committee composed of Messrs. N. J. Rous, G. Dawson and Dr. J. M. Parrott. Let Lenox do its part!

DANGEROUS CROSSING.

The Free Press has heard more or less complaint about the grade crossing of the Atlantic Coast Line and the road leading from Kinston to Grifton and known as the Grifton road. Some accidents have occurred at this crossing. Not long ago a wagon was struck and we are informed that there have been several near accidents recently. One reputable citizen reports that it was only by whipping up his horse that he was able to clear the track before an oncoming train, which had been completely hidden from view by a string of box cars parked in the siding and abutting the crossing. The citizen claims that no signal was sounded by the approaching train.

None of the crossings in Kinston are being protected as they should be. Some of them are provided with gates but they are operated irregularly and, as has before been pointed out, are perhaps more of a menace than they are of a safeguard, because it is natural to suppose that seeing the gates passers will depend upon them for protection and not take precautions, which they would otherwise do if they felt that the full responsibility was upon them. It would be well for the railroad officials to take the initiative and provide for the safety of the public at the Grifton crossing, and it would not be amiss for an investigation to be made and proper safeguards insured at all the grade crossings in the city. There is no need to wait for some terrible accident to arouse the community. There have been enough of those in other localities. Why not profit by the experience of others?

SOUTHERN COMMERCIAL CONGRESS.

NORFOLK, VA., DEC. 11 TO 14.

The theme of the Congress will be "The Changed Outlook" and the "International Reconstruction Resulting from the European War." Many cabinet officers and other important personages of national and international fame will be present, and President Wilson is expected. Every Southerner should lend a hand, at least by his presence and imbibing and profiting by what he will learn, in helping the nation, through his important congress, in its efforts to build commercial relations with the Western Hemisphere, and other matters of equal importance which will be discussed.

Co-ordinating organizations which will meet at the same time are: Woman's Auxiliary of the Congress; the House of Southern Governors, American Commission on Agricultural Organization; National Association of Commissioners of Agriculture and Southern Commercial Secretaries Association.

For this occasion the Atlantic Coast Line will sell excursion tickets to Norfolk at \$4.85 from Kinston and correspondingly reduced fares from all points on its line, for all trains on December 8, 9, 10, 11 and 12, limited returning until December 9.

Sleeping car reservations and further information may be obtained from D. J. Ward, ticket agent, Kinston, N. C. adv.

SOUTHERN RAILWAY.

Effective Monday, September 11th, 1916, Southern Railway announces the present Winston-Salem-Beaufort-forehead 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.

NORFOLK SOUTHERN

Operates Passenger Trains from North Carolina into Terminal Station, Norfolk, without Transfer.

T. 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.

4:46 p. m.—Daily for Beaufort and Oriental.
7:50 a. m.—Daily, for Beaufort, New Bern and Norfolk.

West Bound
5:30 a. m.—Daily for Goldsboro.
10:25 a. m.—Daily for Goldsboro.
7:39 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,

NOTICE! NOTICE!

23 Acres of Good Farming Land for Sale. Part of the Dr. Robinson Farm.

I am open for bids and offers for the following described pieces or parcels of land:—Farms Nos. 1-2-12 & 13 on Plat of property formerly owned by Dr. M. E. Robinson and James Moore and known as Robinson Farm as Surveyed and plotted by Geo. C. Faville, Jr. C. E., which said plat or map is recorded in Map Book No. 1 at page 106 of Public Registry of Lenoir County. Reference is hereby made to said map for full description—containing 223 acres more or less.

The above land is located near Sandy Bottom. There are six good tenant houses on same, also seven tobacco barns and out-houses. It is especially adapted for tobacco, cotton—will grow anything. Good pastures—Good environment. Near good schools and churches.

See me for fuller details.
B. A. JONES,
R. F. D., 4 Kinston, N. C.
11-6 dly 3t—SW 2t *

See our Window Display of **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 Gummings
SHOES ARE BETTER

Agent For Clapp, Bannister, and Flosheim Shoes

Agent For Clapp, Bannister, and Flosheim Shoes

Job Printing

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In Fact Any Kind of Printing You Desire

The Kinston Free Press Company

LAND SALE BY MORTGAGE.

Under and by virtue of the powers contained in that certain mortgage deed made to the undersigned, the First National Bank, Kinston, N. C., by R. A. Wooten and wife, Emma Wooten, on March 2nd, 1914, which mortgage appears of record in Lenoir county in Book 47, at page 249, default having been made in the payment of the indebtedness secured by said mortgage, the undersigned First National Bank will on December 20th, 1916, at about 12 o'clock M., at the courthouse door in Kinston, N. C., offer for sale to the highest bidder for cash the following described tract of land, which is that

mentioned in said mortgage deed, and is more particularly described as follows:
Beginning at a stake on the west side of the Kinston and Snow Hill road near a tenant house on J. H. Mewborn's land and runs N. 43 E. with Mrs. L. L. Parrott and W. O. Moseley's line 1716 feet to a stake, thence N. 21 degrees and 38 minutes W. 189 1-2 feet to a stake, thence N. 59 degrees and 52 minutes W. 1515 feet to a stake, thence N. 40 1-4 W. 1633 1-2 feet to a stake, thence S. 79 W. 723 feet to a stake in the east side of said road, thence with said road its various courses S. 2 1-4 E. 168 feet S. 28 1-2 E. 769 feet S.

32 1-4 E. 1293 feet S. 30 1-2 E. 1557 feet S. 27 E. 800 feet S. 23 1-2 E. 913 feet to the beginning, containing 176 and 72 1-00 acres, more or less, and being the lands conveyed to R. A. Wooten by Hines Bros. Lumber Company, except about 30 acres heretofore sold to Mrs. R. A. Wooten by R. A. Wooten.
This November 17th, 1916,
THE FIRST NATIONAL BANK,
By D. F. Wooten, Cashier.

THOROUGHBRED JERSEY RED
THE RIGHT HOG
The best pig breed
for the market
and for the
home use
of the farmer
and stock
raiser.
DUMMIE BROS. & CO.
KINSTON, N. C.

MIKE THE MESSENGER BY **WALT DESMOND** #429

Panel 1: A woman in a dress and hat says, "DON'T FORGET MAKE ME MY HOME FOR SUPPER TONIGHT—THERE'LL BE BIG EATS!" A man in a suit replies, "AW NIGHT FLOSSIE—WHATEVER YOU SAY GOES!"

Panel 2: The man says, "I'M WALKIN' TO FLOSSIE'S HOUSE AN' WORKIN' UP AN' APPETITE—BELIEVE ME I'M TH' GUY DAT KIN PAK AWAY A HEALTHY LOOKIN' FEED!"

Panel 3: The man says, "WELL—HERE I AM—READY TO PUT TH' FEED BAG ON!"

Panel 4: The man says, "YES!—I'LL PUT YOUR HAT ON AND WALK INTO 'THE DINING ROOM!'"

Panel 5: A woman at a table says, "WOULD YOU CARE TO HAVE SOME ROAST CHICKEN MR. MCCUE?"

Panel 6: A man at the table says, "SURE—I HAD ME 'MOUTH FIYED' FOR TH' CHICKEN 'TIL I SAW IT!"

Panel 7: A woman at the table says, "WHAT PART OF THE CHICKEN DO YOU WISH?"

Panel 8: A man at the table says, "OH!—I'LL HAVE SOME OF TH' MEAT!"