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COAL RATIONING TO BEGIN AT ONCE SAYS MR. HOOVER

New England and Northwest to be Cared For—Public Utilities Get First Call

Washington, July 21.—President Harding laid the coal-railway situation before the members of his Cabinet today, this being the fourth session of the Cabinet in two weeks to be devoted almost entirely to a discussion of the strikes in these two industries. Outstanding in the strike development in Washington today, is the announcement by Herbert C. Hoover, Secretary of Commerce, that the Government would begin immediately to ration the scanty coal supply.

The railroads will be looked after first and then other public utilities, and Mr. Hoover said that the Great Lakes region, as well as the Northwest, and New England, would follow, unless there is an appreciable production of coal very shortly. Mr. Hoover has been conferring the past few days with the Interstate Commerce Commission regarding the railroad situation as to coal supplies, and details of the program will be announced in a day or two.

Henry Cabot Lodge (R.), Senator from Massachusetts, conferred with the President today on the coal situation in New England. He pointed out that New England must soon have additional supplies or factories there would begin to close. The Senator also saw Mr. Hoover on the subject.

Mr. Hoover said that England is shipping coal over here in increasing volume. Within the last few days, he said, 600,000 tons of shipping has been contracted for to bring coal over here. His advice to New England was to import from England. If New England would draw upon England for fuel, the situation throughout the country would be measurably relieved. He said British coal is costing from \$6.50 to \$7.75 a ton at tidewater here.

The price of coal in western Kentucky, where the operators refused to co-operate with Mr. Hoover, has been boosted to \$7 a ton, and Mr. Hoover said that protests are coming to him from Kentucky firms against this price. He said that \$2.50 a ton would be a fair price and that the state authorities should correct the situation.

That the President is still marking time before naming a proposed coal commissioner to see whether the coal operators are going to be able to supply enough coal to minimize the shortage next week, was evident today, but if the coal is not forthcoming, "more drastic" action is indicated. In a letter to William S. Sproul, Governor of Pennsylvania, President Harding said:

It has seemed to me that time to appraise the situation, the opportunity to measure the unquestioned fairness of the proposal, and sense the obligations involved, and a period in which to resume production, would either avoid drastic steps on the one hand or clearly justify them on the other. The commission will come in due time. There is an authority above all workers and operators, and that authority the American public—must have an agency of effective apprehension.

Just what form and powers would be vested in the proposed commission, which the president says, "will come in due time," were not indicated, though the executive has made it plain on several occasions that every resource at his command would be used to protect the public against a serious coal shortage.

The railway and coal strikes are considered very much similar by official Washington. Both are menacing the public welfare. One Cabinet officer said:

"Coal cannot be produced if there are no cars to haul it." The railway strike has caused a shortage of cars to carry coal and production has fallen.

Harry M. Daugherty, Attorney-General indicated that charges have been made that the railroad and coal strikes are the result of a conspiracy between the two unions in these respective industries. It is charged that the strikes, though aimed at the railroads and coal mine operators, must arouse the public in order to get pressure to bear upon the employers to make a favorable agreement with their help. Mr. Daugherty said his department is watching for evidence to substantiate these charges.

"It seems to me," said little Laura's mother, "that everything I tell you goes in one ear and out the other."

"Well, dat's what I dot two ears for," said Laura.—Boston Transcript.

MAP TO COST \$100,000,000 Chart of U. S., Biggest in World, to be Done in 20 Years

The largest map in the world, costing approximately \$100,000,000 and requiring more than half a century to complete, is being produced by the geological survey of the United States Department of the Interior. Forty-three per cent of this representation of America has been finished and a bill is pending in Congress which, if enacted into law, will appropriate \$37,000,000 to complete the undertaking. An additional fund of \$12,000,000 is in prospect as an aggregate allotment from various States. Twenty years will be required to finish this costly production, which was started in 1889.

This map, when completed, will be 3000 inches wide. To facilitate the convenient carriage of the topographic figure in one's pocket it is being published in forms known as quadrangles. When a section of the United States has been surveyed, the corresponding sheet is printed in these handy vest-pocket editions. Three thousand of these quadrangles have been printed and maps made available to the public at a nominal cost. A quadrangle covers approximately 225 square miles and Uncle Sam makes an investment ranging from \$3,000 to \$8,000 for each sectional figure of the "lay of the land."

The \$100,000,000 map, when completed, will prove useful to public utilities, industrial concerns, aviators, mining and metallurgical boards, government bureaus, transportation companies, and highway engineers. Already these sectional maps are being widely used by the geographical survey selling 42,723.73 copies within one year. The receipts therefrom amounting to \$42,723.73, were turned into the Treasury Department.

The making of any map, especially one as large and detailed as this one, entails the use of many and varied instruments and the time of many men.—Illustrated World.

GATES FLING WIDE OPEN TO THE SUDDENLY RICH

William Thomas Adams, Mill Mechanic Bequeathed \$750,000, Receives Offers to Tie Matrimonial Knot by Basketful.

Elizabeth City, July 22.—William Thomas Adams, who was recently notified while at work in a hosiery mill here that he had been bequeathed three-quarters of a million dollars by an English relative, will get his name in the American Biography of Noteworthy Citizens as the result of the sudden good luck whereby he apparently rises overnight from a mill mechanic to a member of America's plutocracy.

Mr. Adams received a letter Wednesday afternoon from the National Press Bureau, of New York City, asking for a sketch of his life from which a biography could be written. Strangely enough, the letter was addressed to Mrs. Adams despite the fact that the recipient is a bachelor forty years old. The Bureau, Mr. Adams concludes, addressed it in that fashion on the assumption that he could not have escaped matrimony for these many weeks after the news of his sudden fortune had been broadcast over the country by the papers.

Though he isn't married, Mr. Adams has tentative offers of matrimony in letters by the basketful from every section of the United States, from members of the fair sex ranging from in the teens to admitted ages of past forty years. He says, however, that he doesn't figure on getting married by the correspondence method, but will pick out some girl not so brazenly anxious to slip the marital noose about his neck.

The news of the mill mechanic's unexpected wealth has also reached the ears of various promoters and stock sellers in sundry sections of the United States, and he is daily besieged with letters calling his attention to "wonderful" investment opportunities. He declares positively that he is not interested in these schemes to increase—or make away with—his money, and says that, when he gets it in hand, he expects to have enough for the rest of his life. In fact, he is evidently not deeply anxious for matrimony or investments either.

Too much publicity concerning your romance is unpleasant. Your other wives may read about it and raise a row.

ROCKFELLER BREAKS A LIFE-LONG CUSTOM

Lets Cameramen Take His Picture on Occasion of 84th Anniversary

Tarrytown, N. Y., July 23.—Is John D. Rockefeller, passing the Indian summer of his life on his vast estate in the Pocantico Hills, at last letting down the barriers he has always raised against photographers and reporters?

This is a question which has been interesting the newspaper profession ever since the world's richest man on a recent Sunday permitted cameramen to snap him to their heart's content after they had consented to follow him into church for service.

Mr. Rockefeller, who bears the reputation of being one of the most camera-shy men in America, may be becoming more lenient in his attitude toward photographers, but as yet he has given no indication of taking reporters into his confidence.

An effort to interview Mr. Rockefeller on the recent occasion of his 84th birthday anniversary—made, as usual, through a third party representing the household—brought the response "Impossible." As no reporters as yet have succeeded in storming the well-guarded gates of the Rockefeller home, the modern Croesus goes unreported.

Even to his fellow townsmen the little man, slight of frame, who appears in midsummer in leather waistcoat, overcoat and muffler, is very much of an enigma.

Tarrytown points out to each visitor the home of John D. Rockefeller, urges the visitor to go up and see where Rockefeller lives, talks constantly about Rockefeller—but rarely sees him itself.

Very seldom do Tarrytowners get inside the gates which guard the big home back in the hills. Once in awhile they see John D. come down town and sit in his machine while a chauffeur goes into a bank or a store—but Tarrytown almost never talks to its richest citizen. He comes and goes—there is excitement while he is downtown, and discussion afterwards. And that is all of Tarrytown's claim on its most famous citizen.

Ever since the oil king celebrated his 84th birthday, Tarrytown has been seething over the question of who is its oldest citizen. There is no question as to the most famous.

An ancient who sits in front of the big hardware store, just around the corner from the station, concedes first place to John D. The ancient admits he is only 83.

But an Italian has asserted his grandfather is 88—and there is a farmer who lays claim to 90. Still, even in the face of odds, Tarrytown stands loyally behind its prominent citizen, and announces to the world that its oldest citizen today is none other than the man who made oil famous.

But the town maintains that Mr. Rockefeller is still a youngster in spirits.

"Any man who plays golf as frequently as he does," began one citizen, when he was interrupted with a question as to whether John D.'s private links were regular size.

"Certainly it is, but John D. goes around it slowly," replied the citizen, but another Tarrytowner broke in with a denial.

"It is not. It is only about four holes of a normal course. And John D. takes three hours to make two of 'em."

Last but not least, in Tarrytown's viewpoint toward its leading citizen is the tradition of the dime, the day of days for the boys and girls. Spasmodically, John D. Rockefeller gives 10 cents pieces away to children. How did it start?

Three stories are current: Number one—Three boys, many years ago, walked up the hill, climbed the stone wall, went up to the porch and saw Mr. Rockefeller. They asked him for a dime apiece—and got it. Since then, it is said, the oil magnate has held his yearly party.

Number two—A boy was standing downtown when the Rockefeller machine drove up. A package dropped out. The boy picked it up and handed it to Mr. Rockefeller personally. The boy got a dime, and John D. Rockefeller got an inspiration which he has followed ever since.

Number three—A lad was lost. He wandered onto the Rockefeller mystery links. The oil king saw him, gave him a dime and sent him home. And the 10 cent party sprang from that.

Whatever the cause, "Dime Day" has become to the youth of Tarrytown a day apart, ranking with Christmas and the Fourth of July.

ROUND UP CARS WITH OLD TAGS

Inspectors Will Take Field During Coming Week; 126,000 Licensed

With more than two million dollars collected from the owners of 126,000 passenger cars and 14,000 motor trucks, the license bureau of the Department of State will send forth its deputies during the coming week to round up the remaining few thousand automobile owners in the State who have not paid their tribute toward the maintenance of roads in North Carolina.

Registrations are still under 18,000 under the total for the previous year, but J. E. Sawyer, who directs the license bureau, thinks that half that number will take care of the cars actually in use in the State. Upwards of ten thousand automobiles were placed on the retired list during the year, according to the bureau's estimate, but will probably be replaced with new ones.

Applications are still coming to the bureau at the rate of eight or nine hundred daily, but the big rush is over. From now on the bureau's attention will be centered on the car owner who deliberately tries to avoid payment of automobile license. Inspectors will cover the entire State during the next few weeks checking up the remaining few thousand who have not paid.

Demand for the service of inspectors is being received from many sections of the State. Attached herein is a specimen received yesterday from an eastern county and signed by a "Group of Ladies." They want somebody to look after "drunk drivers and big headed dunces" who make the roads dangerous. They write:

"Please don't take my letter for impudence but for a help to human lives and helpless children. This new good roads leads to all important places in the county of _____ and it is absolutely dangerous for people that is sober or children to travel on as everybody, both white and colored, that has cars on this road and the drunker they can get the faster they go, and our county officers has not got the nerve to fight for their rights.

"Many is running this road with old tags on their machines and so many without any tag or lights it is dangerous to drive team or try to walk the road on account of drunk drivers and big headed dunces. I think you would be surprised to know the number of people driving with last year licenses, and how many are driving so drunk they don't know what they are doing."

Inspectors will have naught to do with the enforcement of prohibition laws, but they will be in that county, and many other counties, before the end of the week to check up on car owners who have not bought new license tags for the year.

2,000 Commercial Airplanes Ready to Carry the Mails

New York, July 14.—Two thousand commercial aircraft in aviation centers throuth the United States today were ordered held in readiness after Postmaster General Work had accepted by telegraph an offer to aid in maintaining mail service made by the Aeronautical Chamber of Commerce of America.

"Grand, fine! More evidence if any were needed that the one big union we hear about is the United States and its emblem is the Stars and Stripes," was the postmaster general's reply, accepting the offer.

Three Times a Stowaway

For the third time since the war Oscar Bigal, a young German, lost from all kindred, landed yesterday as a stowaway upon Ellis Island. He had been deported only a few weeks before, and said that he had no sooner landed in Bremen from the Susquehanna than he ran across the docks and stowed away in the hold of the steamer George Washington, then about to leave for the United States.

Bigal is 22, and was called the youngest soldier in the Prussian army, having enlisted when he was less than 16. He was a pet of General von der Goltz, and was wounded five times in the war.

"I cannot live without knowing at least where my mother is," said the young stowaway, when locked up with more than 100 other so-called hoboes of the high seas. "It is no use to send me back to Germany, for I'm going to keep coming to the United States until I find my mother."—New York American.

COMPANY TO DEVELOP ROARING GAP RESORT

Temporary Organization Affected at a Meeting of Initial Subscribers Tuesday.

Twin City Sentinel: There was a meeting of those interested in the development of Roaring Gap as a summer resort held Tuesday night and definite plans for the project were discussed and approved. A temporary organization of a company to put the project over was formed and it was decided to immediately proceed with a plan to perfect the company for permanent organization at the earliest possible moment. The effort will be made to start activities in the development this summer.

The plan contemplates launching the permanent organization with not less than two hundred subscribers to the stock at \$2,000 a share. The purchase of not less than one thousand acres for the development is determined and in addition to a modern hotel it is proposed to provide complete facilities for pleasure and recreation, including golf course, tennis courts and other recreation grounds, a great lake and other attractions. It is stated that there are now about thirty-five of the desired two hundred subscribers already on the stock list.

The temporary organization effected last night is as follows: R. M. Hanes, vice president of the Wachovia Bank and Trust Company, president; W. N. Reynolds, president of the R. J. Reynolds Tobacco Company, chairman of the board of directors; H. E. Fries and H. G. Chatham, vice presidents; Richard G. Stockton, secretary and C. T. Lineback, treasurer.

The board of directors of the temporary organization is composed of about twenty-five of the initial subscribers to the stock of the company, including the above officers.

A committee will start work at once to complete the stock list, after which a permanent organization will be perfected.

FORD BUILDS OWN WINDSHIELD GLASS

Departs From Customary Methods and Applies Ford Principles.

The Ford Motor Company, Detroit, has begun to manufacture its own plate glass, and already has in operation the first modern glass house ever equipped especially to make glass for automobiles.

As is customary when taking over the manufacture of a new product, Ford has applied his own principles of production, and, as a consequence the methods and machinery used in making Ford glass are a radical departure from established practice. The Ford continuous conveyor system features the operations so that from the time the glass leaves the furnace until it becomes a polished windshield, it is always moving.

Glass making, when viewed in the Ford plant, looks to be very simple. The raw materials are introduced into the furnace where they become a molten mass. Drawn from the furnace in a semi-liquid state, the glass passes under a roller, which gives it width and thickness, and on to a moving conveyor. This carries it for 464 feet thru a gradually cooling furnace. At the end, it is cut and placed on another conveyor which carries it thru the grinding and polishing, after which it is ready for use.

This adds a new link to the fast growing chain of Ford industries which are being established and expanded from time to time in line with the Ford policy to achieve complete independence of outside material sources in manufacturing Ford products, and at the same time are the means by which Ford is enabled to use in the production of motor cars, trucks and tractors material of unusually high quality and sell them at the famous Ford prices.

Klansmen to Discard Regalia in Public

Atlanta, Ga., July 22.—The Knights of the Ku Klux Klan have been ordered to discard their masks, robes and other regalia except when in their lodge rooms, it was announced here tonight at headquarters of the organization. The order was first made public in a letter to Governor Harwick of Georgia from E. Y. Clark, Imperial Wizard, pro-tem, mentioning only Georgia Klansmen but later it was stated the order was general.

NAMING THE BABY

"Don't Handicap the Child for Life," Pleads Author

What's in a name? Ask anybody who has been given some atrocious sounding or humorous name. Ask any man-sized man who has been blessed with effeminate name ill according with his physique or general characteristics. And yet how few mothers really appreciate the value of a good name when christening their offspring.

As a guide to parents and to help them in choosing suitable names, and lasting ones, Alexander McQueen has written and published a little book under the title, "How to Name Baby Without Handicapping It for Life." The author, although a bachelor, has been able to give some very good advice.

"A wise mother is usually willing to listen to anyone who has constructive suggestions about the welfare of her babes," writes Mr. McQueen, and to aid her in making the vital decision "Seven rules of naming are given:

1. The name should be worthy.
2. It should have a good meaning.
3. It should be original.
4. It should be easy to pronounce.
5. It should be distinctive.
6. It should fit the family name.
7. It should indicate the sex.

"A worthy name should be based upon the dictates not only of affection but of sound judgment. If the child is regarded as a gift of God, surely it is worth naming well," advises the author.

The second rule, that the name should have a good meaning, is based upon the fact that every name has a meaning. For instance, the name Mary means "star of the sea or bitterness." Think of the many Marys you know. Is either one of these meanings applicable?

The name Geraldine means a leader in war.

The name George means "earthman," and the name Bernard means "bold as a bear." Is George Bernard Shaw an "earth man," "bold as a bear?"

And so we find the name Conan, meaning a prince.

The name Elizabeth, meaning "consecrated to God."

The name John, meaning "gracious gift of God."

Frank, meaning "free;" Anna, meaning "gracious;" Helen, meaning "bright as the sun;" Catherine, meaning "pure and clean" and William, meaning "protector."

"The initials of a name should not form unpleasing or undignified words," cautions the writer, "Sydney Alfred Lee is sure to be nicknamed 'sally,' since his initials are S. A. L."—New York Herald.

GROWING CROPS SOLD WITH FARMS

Increased Sales Said to be Due to New Method of Transfer

New York, June 21.—Growing crops included with the farms, account for the big increase in the sale of farm properties this season, according to one of the farm real estate agencies.

Formerly, the agency says, there were few transfers of farm property in the spring after the season of spring planting was closed. Men who wanted farms would not buy them then because they could not get their crops started in time to provide themselves with either a winter's supply or assure themselves of an income from their products in the harvesting season.

But these handicaps have been overcome, it is said, by including growing crops with farm properties sold in the spring and summer and harvested crops with farms sold in the winter.

"Growing crops included with the farms," said the representative of one real estate agency, "account for the big increase in our business. We are now selling the farms with growing crops, buildings and all equipment necessary to operate them.

Under the new system the buyer gets not only land and buildings, but all the tools, stock, cattle, poultry, swine, and horses, and also the growing crops. Instead of facing the prospect of a winter in which he would have to buy his food, he sees the crops in sight which will furnish food for his family, feed his stock, and even provide grain for his poultry."

Some people struggle to pay their bills, and some get in hopelessly deep and live luxuriously ever afterward.