

HOME TOWN HELPS

CO-OPERATE TO FIGHT FIRE

Officials and Citizens Should Work Together to Reduce Waste Largely Caused by Carelessness.

Self-interest should prompt every property owner and tenant to co-operate with the officials of the fire department and of the fire-prevention bureau. Chief Loucks and Jacob H. Hillene, director of the fire-prevention bureau, have instituted a system to "fight fires before they begin." Semi-monthly inspections are made in every part of the city and property owners are warned to clean up rubbish and to take precautions against fire, where such appear to be needed.

The comparative figures on fire waste in the United States and in European countries have been presented to American newspaper readers many times. The per capita loss in this country is ten to twenty times as great as in some parts of the Old World. Much of that, to be sure, is due to the difference in materials and methods of constructing buildings. But a very large percentage may be charged to our American carelessness. A large proportion of our fire waste is preventable and the Indianapolis officials are working to eliminate that element.

Fire waste is a burden to everybody and all should be active in helping to reduce it. The insurance rates of a city or a nation are based on the losses the companies pay. The smaller the risk the lower the rates will be. The companies receive from policyholders the money that is paid out on fire losses. The way in which to get lower insurance rates is to keep down losses. We are all interested in that and each should do his or her part to make the inspection system of the city thoroughly effective. — Indianapolis Star.

HAVE MORE THAN CASH VALUE

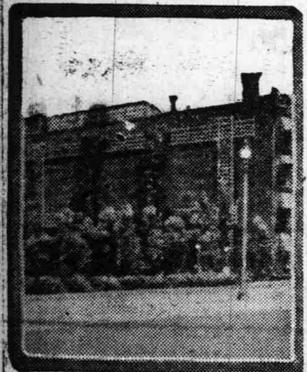
General Cultivation of Back-Yard Gardens Means Improvement in the Health of a Community.

It may seem a bit previous to mention it, but don't neglect your garden this year. See if you can't prove peace better than war, even in the back yard. War gardens were worth several hundred million dollars to their makers last year, in cash saved alone. They were worth yet more to the nation, for the food thus raised at home released railroad equipment for other uses. They were worth most of all in health, education, better habits and saner grasp of life.

All these items will be worth just as much this year as last. Food prices are sure to remain high for a considerable time. Railroad equipment will be scanty enough if we release every possible bit of it for service to the industries which must have it. And of course there is no need to enlarge upon the perennial benefits of healthful work, or the superior taste of home-grown vegetables.

Plan your peace garden now.

EFFECTIVE "CAMOUFLAGE"



An Unsightly Wall Adjoining Church Property, Beautified by a Trellis Vines and Shrubs. — Popular Mechanics Magazine.

Destruction of Rats in Cities.

The routing of rats from cities has become both an economic and a sanitary necessity. Facing the possibility of an epidemic of bubonic or pneumonic plague and the enormous expenditures necessitated by such an outbreak, it is the part of wisdom for any city to protect itself from the calamity. It is not for the individual householder or citizen to decide whether he will interest himself in the subject. It is a matter for municipal legislation, and it is the duty of the citizen to support the ordinances and to co-operate with the authorities to the best of his ability in order that the city may be a clean and safe place in which to live.

Fire Prevention.

Fire prevention is the next form of public thrift this country must develop. Our returning soldiers can bring back word that in the last pre-war year 1918, our per capita fire loss was more than four times that of France and more than six times that of England. — Boston Herald.

400 LOCOMOTIVES SENT TO FRANCE

Dispatched Intact, Ready for Steam, by the Army Transport Service.

1,200 SHIPPED IN SECTIONS

Record of 12 Days Made From Shops in This Country to Lines at the Front—Great Work Is Now Revealed.

Washington.—Shipment of American-built steam locomotives, each weighing 73 tons, and assembled all except the smokestack and the tender, so that they could move away under their own steam within a few hours after their arrival in France, was among the accomplishments of the United States army transport force under stress of war, and has since been continued.

More than 400 of these locomotives were so shipped from New York in a few months. It was learned here with the lifting of the war censorship regulations, and these were in addition to 1,200 which were shipped in sections, nine to a locomotive, packed in cases. The ships used to transport the locomotives complete were of a special type with three holds, each hold measuring 60 by 102 feet, entered by hatches 39 feet wide and 42 feet long.

Into each of the three holds were placed 12 locomotives—36 to a ship. A bed or flooring on which they rested for the voyage required more than 3,000 tons of steel rails. The locomotives when in position were braced with heavy wooden beams and the space between the boilers to the level of the top of the steam dome packed solid with highly compressed baled hay.

Compressed Hay Under Flooring. On this hay another flooring was laid, and on this floor was placed the tenders—the smokestacks, with more baled hay or other light cargo, packed in the space where coal is to be carried. On top of the tenders was packed still more cargo to the deck level, and during the "rush days" the above-deck space filled with crated airplanes. When completely loaded with the 36 locomotives and other cargo each vessel was carrying a dead weight of 14,000 tons in addition to ship machinery, bunker coal and crew supplies.

The loading of the locomotives is an interesting sight. Steel railroad barges carrying 14 of the steel monsters are made fast alongside a 100-ton capacity floating derrick barge, in turn made fast to the ship. An ordinary sling of steel wire is placed around the forward end of the boilers, another under the supports to the cab, the signal given and the locomotive lifted 40 or 50 feet in the air, swung over and gently loaded into the ship's hold. The whole operation required but 20 minutes, and it was accomplished with the same ease and the same lack of excitement as prevailed on board a steamship at an adjoining dock which was taking on board 500-pound bales of cotton.

The idea of shipping locomotives complete was conceived when army transport officers were informed that England was shipping them across the channel ready to move away on arrival.

"America Can Do It."

"If England can do it, so can America," an officer said, and he straight way commandeered a fleet of ore-carrying vessels which were constructed with hatches large enough to permit the handling of such freight.

When the movement was at its height the following time was recorded for the movement of a locomotive from its builders to its base of action behind the battle lines: Shops to New Jersey terminals, 24 hours; from rail to barges, 6 hours; from terminals to ship side, 6 hours; barge to ship, 20 minutes; New York to France, 9 days; ship to army rail lines and hooked up to a transport train bound for the front, 6 hours; a total of less than 12 days.

Handling of 73-ton locomotives as if they were but one-tenth of their weight is only a small part of the tremendous work that has been under way at army transport piers since the United States transport service attained full swing.

Maj. Dan O'Brien, marine director, an officer who has won his rank by more than 20 years' service in every part of the United States, Cuba, Mexico and the Philippines, where transport facilities of the army were centered, is the man who handled the locomotives.

Thieves Return Loot.

Iowa City, Ia.—When Mrs. Wolfe of this city went down town recently she left her door unlocked. Robbers broke in and stole a sapphire ring, a watch, a necklace and a purse containing \$75.

Next day the thieves returned the stolen property, leaving it on her front steps.

Calls "Spade a Spade."

Youngstown, O.—The Mahoning county War Savings stamp committee comes out in plain language and calls a "spade a spade" in talking of those who fail to meet their stamp pledges. "They are refusing to feed the army of occupation in Europe," the announcement says.

ROYS TER'S FERTILIZER



COMMANDS DEFERENCE
DESERVES PREFERENCE

F. S. ROYS TER GUANO CO.

Norfolk, Va. Baltimore, Md. Toledo, O. Tarboro, N. C. Charlotte, N. C.
Columbia, S. C. Spartanburg, S. C. Atlanta, Ga. Macon, Ga.
Columbus, Ga. Montgomery, Ala.

Price Announcement



The policy of the Ford Motor Company to sell its cars for the lowest possible price, consistent with dependable quality, is to well known to require comment. Therefore, because of present conditions, there can be no change in the price on Ford cars.

Runabout	\$500
Touring Car	525
Coupe	650
Sedan	775
Truck Chassis	550

These prices F. O. B. Detroit

C. W. BALLENGER

Tryon, North Carolina

NOTICE TO DELINQUENT TAX PAYERS.

Notice is hereby given to the parties named below and all persons that may be concerned as mortgagees that the undersigned purchased at a delinquent tax sale in Columbus, Polk county, N. C., on the 6th day of May, 1918, land listed and described as follows: 1 lot less 1 foot on the back in the town of Saluda, N. C., listed in the name of M. A. Damon, taxed for the year 1917; 1 town lot in Tryon, Tryon township, less 1 foot on back of said lot, listed in the name of Mrs. M. H. Gilbert, taxed for the year 1917; 1 lot less 11 feet in the town of Columbus Columbus township, N. C., listed in the name of Maggie Geddisse taxed for the year 1917; 1 1/2 acres of a 2 acre tract in Tryon township N. C., listed in the name of Robert Booker Est., taxed for the year 1917.

Notice is further given that application will be made to the sheriff of Polk county by the undersigned for deeds for said property after the 6th day of May, 1918.

L. L. TALLANT, Purchaser.
This, January 3rd, 1919.

North Carolina, Polk County.
To A. L. Pitman, Entry Taker for Polk County:

The undersigned, J. T. Henderson, of Polk county, North Carolina, enters and lays claim to the following described piece or parcel of land in Columbus township, Polk county, North Carolina, the same being vacant and unappropriated land and subject to entry, viz: Adjoining the lands of Tom Clark T. P. Rice and G. F. Hamrick, and containing 50 acres more or less.

Entered this 30th day of December 1918. J. T. HENDERSON,
A. L. Pitman, Entry Taker Claimant

NOTICE OF SALE.

Pursuant to the power of sale contained in a certain mortgage deed executed by George A. Gash to Milner Waters on the 1st day of November, 1915, and of record in the office of the Register of Deeds for Polk County in Book No. 11 at page 53, default having been made in the payment of the debt and interest therein set forth, the undersigned will sell at public auction to the highest bidder, for cash at the court house door of Polk county, on Monday the 3rd day of February, 1919, at 12 o'clock noon, the following described tract or parcel of land conveyed and described in said mortgage, to wit: Lying and being in Tryon township Polk county, State of North Carolina and described as follows, to wit:

Beginning at a stone at the southwest corner of a tract of land formerly owned by W. A. Hipp, and runs thence with the line of said tract of land north six degrees west, one hundred and five feet to a stake; thence north 64 deg. east 152 feet to a stake; thence south 33 deg. east 103 feet to a stake; thence south 64 deg. west 197 feet to the place of beginning containing 18096 square feet, more or less.

This 2nd day of January, 1919.
MILNER WATERS, Mortgagee.
J. J. Cantrell owner of debt and Assignee of mortgage.
Walter Jones, Attorney.

NOTICE OF SALE.

By virtue of and pursuant to an order of the Clerk of the Superior Court of Polk county made in the special proceeding entitled "W. H. Newman vs. Ben Bruton" the undersigned Commissioner will sell at public auction to the highest bidder, for cash, at the Court House door of Polk county on MONDAY, FEBRUARY 3rd, 1919 (it being the first Monday in February) at 12 o'clock noon, the following described tract or parcel of land situate in the county of Polk, State of North Carolina, and in the town of Tryon and described as follows, to wit:

Beginning at a stake on the north side of the road or street, known as Trade Street in the town of Tryon, nearly opposite the Chapel; thence north 34 feet along a fence on west side of Orchard lot 3.74 chains to a stake at fence corner; thence along the Speculation line north 38 west 1 chain; thence south 34 west parallel with first line 3.25 chains to a stake on Trade Street; thence south 60 east along north side of said street 75 chains to place of beginning, containing by estimation 31-100 of an acre. Known as the Ben Bruton Homestead. This 31 day of December, 1918.

WALTER JONES, Commissioner.

NOTICE TO DELINQUENT TAX PAYERS.

Notice is hereby given to the parties given below and all persons who may be concerned as mortgagees that the undersigned purchased at a delinquent tax sale at Columbus, Polk county, N. C., on the 5th day of May, 1918, land listed and described as follows: One lot less one foot on the back in the town of Tryon, N. C., listed in the name of Georgia Williams for the year 1917; one lot in the town of Tryon, Tryon township, less 1 foot on back listed in the name of Mrs. R. E. McNeill, taxed for the year 1917; one town lot in the town of Tryon, Tryon township, listed in the name of Richard Jackson taxed for the year 1917; thirty-one acres in Columbus township, Polk county, N. C., listed in the name of J. F. Page taxed for the year 1917; eighty-five acres of land in White Oak township, listed in the name of Wade Head heirs, taxed for the year 1917; forty-nine acres of land in Cooper Gap township, Polk county, N. C., listed in the name of T. M. Thompson, taxed for the year 1917.

Notice is further given that application will be made to the sheriff of Polk county, N. C., by the undersigned for deeds for said property, after the 6th day of May, 1919.

E. W. S. COBB, Purchaser.
This, January 6th, 1919.