

# Kings Mountain Herald

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## God's Controversy with the People

Sin brings trouble—An exhortation to Sabbath observance—Local citation.

BY REV. G. L. KERR, PASTOR A. R. P. CHURCH.

To the Editor of the Herald:

While Paul was in Athens "His spirit was provoked within him as he beheld the city full of idols. So he reasoned in the synagogue with the Jews and the devout persons, in the market place every day with them that met him." Others are sometimes pressed the same way and because of very similar reasons.

We wonder if it now occurs that God sometimes has controversies with his people. The laws of God protect his soil and his crops. The man who allows his soil to deteriorate commits a sin in God's sight. In former times He commanded that the land should rest every seventh year. The principle that underlies that command demands that men of to-day should prevent the deterioration of their lands. The very fact, therefore, that God permits the devastating storm to come shows that He has a controversy with the people. He would be the last person to injure a growing crop or to damage His soil.

Has it occurred to us that our sins prevent His bestowing the blessing upon us that he would like to do? Do we have to seek far for a reason why a storm should visit this piedmont section, or any other section? Do we have to seek far why a storm should visit Kings Mountain? If the regions around are as guilty as ourselves there is no wonder at the recent devastation. Drunkenness and licentiousness were two sins that caused the devourer to come against Israel. Every man who drinks liquor and every unchaste person is a reason within himself why the land is devoured.

Sabbath desecration was another of Israel's sins and it is one of the worst sins of our time. Would it not be a good thing for every one of us if we would read what God has to say in regard to the Sabbath and then sit down and do some thinking and praying? What do you really think of the Federal Government's allowing the postoffices to be opened that day? Does it not deny men their God-appointed rest? Are not the secular papers put into the hands of people when God intended that they attend church, read their Bibles, and other religious literature, with the proviso that may perform works of necessity and mercy? Can you not find as many people loafing on the street on Sabbath morning as you can in any church service in town?

God is exceedingly angry with those who buy and sell and get gain on that day. Were it not for His mercy His justice would literally wipe up places where merchandise was carried on. The man who sells is hurt because his gain will be his ruin or else God will have to strip him of it in order to bless him. And let no man think that a postponement means never. The man who buys is hurt because no man can do his own pleasure on that day and prosper. These are loafing places where godless men gather and those who may have attended

religious service have their impressions wiped out, or at least momentarily suppressed. These things exist right here in Kings Mountain. Customers buy tobacco, cigars, cigarettes, ice cream, coca-cola, and anything else for which they call. Places of business are not open on that day to give things away.

The highways of this section are full of joy-riders on the Sabbath. Under all ordinary circumstances any man can put enough gasoline into his tank on Saturday for necessary driving. It would be a good thing for these pleasure seekers if they would find the places of supply closed on that day. When we begin to serve the Lord as we should, garage men will rest as well as well as others. The most of the automobile accidents take place on the Sabbath as well as train wrecks. The question for us to decide is not so much how to travel on that day but why. Repair work on machinery of any kind on that day is as wrong in principle as the running of the machinery.

Another reason why the storm comes is because of disobedience to parents. There are men who disregard the teachings of godly fathers and mothers who have gone before, parents who wish they promised to heed. There are boys and girls who will not heed the wise counsels of those whom God has commanded them to obey. They seek the company of godless men who have never done them anything but evil. This is an abomination and it is a sin. Again parents fail to perform the duties of their own office and fail to train children for God. Is it any wonder the storm comes?

The world would not stay here were it not for those who serve God. If men will not be good they should be thankful that there are some who are good. When God afflicts every good man should be stirred to his very best.

Let every one think of these things. We can make our town prosperous temporarily if we will prosper spiritually. It is pitiable to see the ideas of some moss-covered brains in regard to progressiveness. Things which some men think up-to-date went out of date when God destroyed the world by a flood. Some people in Sodom and Gamorrah thought they would start some advanced ideas. Again and again God put the proper brand upon them. Let us clear the streets and fill the churches and then the streets will be fuller on week days. "Happy is the people whose God is the Lord."

### BRIDGE STOOD BUT THREE HOURS

Cleveland county commissioners in their zeal to restore travel over the bridge swept streams of the county put in a temporary bridge 85 feet long over Brushy creek last week only to see it swept away within three hours. The stream was rising while the work was going on and continued to swell until it reached within about one foot of the recent highwater mark when the steel bridge was taken. It was a cheap structure costing about a hundred dollars.

## \$85,000,000 ROAD FUNDS APPROPRIATED

The sum of \$85,000,000 of Federal funds is made available for the construction of rural roads, by the passage of the Federal-aid road bill which became a law July 11, 1916. Of this sum, 75,000,000 is to be expended for the construction of rural post roads under cooperative arrangements with the highway departments of the various states, and \$10,000,000 is to be expended for roads and trails within or partly within the national forests. The act limits the Federal Government's share in road work in cooperation with the state to 50 per cent of the estimated cost of construction. Federal aid may be extended to the construction of any rural post road, excluding all streets or roads in towns having a population of 2,500 or more, except the portions of roads on which the houses are on the average, more than 200 feet apart.

Five million dollars is made available for expenditure the fiscal year ending June 30, 1917, and thereafter the appropriation is increased at the rate of five millions a year until 1921, when the sum provided is twenty-five millions, making a total of seventy-five millions. In addition, an appropriation of \$1,000,000 a year for ten years—a total of \$10,000,000—is made available for the development of roads and trails wholly or partly within national forests.

The class of roads to be built and the method of construction are to be mutually agreed upon by the Secretary of Agriculture and the State highway department.

### Apportionment of Funds Among States.

The act provides that after making necessary deduction for administering its provisions—not to exceed 3 per cent of the appropriation for any one fiscal year—the Secretary of Agriculture shall apportion the remainder of each year's appropriation in the following manner:

One-third in the ratio which the area of each State bears in the total area of all the States.

One-third in the ratio which the population of each State bears to the total population of all the States.

One-third in the ratio which the mileage of rural delivery routes and star routes in each State bears to the total mileage of rural delivery routes and star routes in all the States.

The sum of \$10,000,000 is made available in yearly appropriations of \$1,000,000 for the cooperative construction and maintenance of roads and trails within or partly within the national forests by the United States, States, Territories, or counties in which the forests lie.

## PROF. GARRETT TO SOUTH FORK INSTITUTE

Prof. C. B. Garrett, for several years superintendent of the graded school at Belhaven, N. C., has been elected principal and general manager of the South Fork Institute at Maiden. The next term begins September 4th and a large attendance is expected for the coming session. Rev. J. T. Newton, of Dallas, is a member of the board of trustees. —Gastonia Gas Mfg. Co.

## THE CORA MILL ELECTS OFFICERS

The annual meeting of the stockholders of the Cora Cotton Mills was held in their office last Wednesday morning. Of the 1,000 shares 715 were represented.

All the old officers were re-elected as follows: A. G. Myers, president; F. Dilling, vice-president; O. G. Falls, secretary and treasurer.

The directors declared their usual semi-annual dividend of five per cent.

The report of the secretary-treasurer showed that the mill was in a very prosperous condition. This mill has 21,000 spindles and is well-equipped for making fine yarns. The stockholders were well pleased with the showing the mill had made.

### Locals

Miss Cuba Lee Fisher is visiting relatives in Charlotte.

Mr. Lee Patterson of Rock Hill, S. C. spent Thursday night in town with relatives.

Mr. R. S. Galloway, Jr., of Due West, S. C., arrived Thursday to visit his sister, Mrs. E. W. Neal.

Rev. E. O. Cole returned from Lake Junaluska Friday. He states that the floods did no damage there.

We are asked to announce that the annual cemetery and church ground cleaning will be had at Bethlehem Saturday.

Mrs. Geo. Logan and children went to Blacksburg Friday to visit her parents, Mr. and Mrs. R. A. Westbrook.

Mr. and Mrs. John Lindsay who have been in Tennessee for the past year are visiting their son, Rev. A. T. Lindsay, at Linwood.

Dr. J. S. Hood has moved his office from the Muney Drug Store to the offices in the Hord building vacated by attorney N. F. McMillan when he moved to Gastonia.

The Union Sunday School Singing Convention meets at Oak Grove Sunday. The singers will bear in mind that this meeting will be the time for the election of officers.

## PROGRESS OF THE SOUTH

Atlanta, Ga., July 25—How remarkable has been the South's progress along agricultural and industrial lines during the past decade was strikingly brought out by President Fairfax Harrison, of Southern Railway Company, in an address before the Virginia Bankers Association.

Mr. Harrison gave figures showing that during this period with an increase in population of but 14.75 per cent, the South increased in assessed value of its property 81.25 per cent, its total wealth 129.23 per cent, the value of its agricultural products 56.54 per cent, of its live stock 51.82 per cent, its manufactures 107.96 per cent, and its mineral products 42.85 per cent. The number of banking institutions increased 68.75 per cent, banking capital 68.92 per cent, deposits 77.28 per cent, and surplus 121.99 per cent. The mileage of improved roads increased 147.28 per cent and the revenues devoted to public schools 150.31 per cent.

## ECHOES FROM THE FLOOD

### Picked up Here and There

#### Collettsville, N. C.

Four persons were drowned in the flood at Collettsville, ten miles west of Lenoir, Saturday night, when the Johns river, overflowing its banks, swept through every building in the town, rose to the second floor of residences and left a trail of loam from two to five feet deep in every building. The drowned were Mrs. A. P. Shoemaker and three-year-old child, the three-year-old child of W. N. Clark, and Tate Moore's wife, colored.

#### Linville, N. C.

The storm at Linville, N. C. precipitated 15.3 inches of rain in 24 hours. The greatest damage was inflicted in the gorge and valley of the North Fork of the Catawba river, which was swept over its entire length, from its source on Humpback mountain to Marion, by floods and slides that completely wrecked this fertile valley, sweeping away many houses, barns, mills, and most of the farms.

#### Asheville, N. C.

As the waters returned to normal in the French Broad Valley near Asheville damage was seen to be less than first feared, and it was said that total losses around lower Asheville and at Biltmore would not exceed \$75,000.

#### Morganton, N. C.

Morganton was completely isolated, every bridge in Burke county being swept away. The damage to the Southern Railway company from Bridgewater to Asheville is said to amount to at least a million dollars, and some railroad men place it higher. The destruction east of Hickory was not so great. The Southern Power company sustained at least \$500,000 in damages.

#### Granite Falls, N. C.

All streams were from ten to twelve feet higher than any known high water mark. Damage to the amount of thousands of dollars occurred. The Catawba river was from ten to twelve feet higher than the high water mark made in 1901. This threw it up to the second story in the Rhodhiss mill and over all the machinery in the A. E. Smith mill at Rhodhiss. The cotton house with four hundred bales of cotton in it at the time was washed away, with the supply house, stable and several dwelling houses.

#### At Rhodhiss

The damage at Rhodhiss, according to the official announcement, will amount to something between \$50,000 and \$75,000, including that at both plants, that of the A. E. Smith Manufacturing Company and that of the Rhodhiss Manufacturing Company, located on opposite sides of the river.

#### Chimney Rock

It seems that the popular mountain summer resort was completely swept away. We are not informed as to how many lives were lost but in seems a certainty that Mr. Geo. Logan

was drowned and his hotel a total loss. Mr. Logan is a lifetime man of our townsmen, Messrs. Geo. and Leonidas Logan, M. B. Hall of Green Hill lost his life trying to swim the river.

#### Hendersonville

It is reported from Hendersonville that three lives were lost at Fruitland and four at Bat Cave. Those at Fruitland are Isaac Connor, Marie Freeman and a seventeen year-old son of Tilden Freeman. At Bat Cave: Mrs. Edgar Huntley and two children, and a Miss Hill.

#### Rebuilding

News comes from all quarters the proper authorities are beginning to rebuild bridges and other public property which was swept away by the flood. County commissioners in most counties heard from are providing temporary bridges across the more important highways until permanent bridges can be built. Damage to cotton mills and other property of a corporation nature are being looked after with all dispatch. Where the damage was slight and easily repaired operation has been or soon will be resumed. Places like Mountain Island and Monbo where the mills were washed wholly away will be longer in rebuilding, if at all. Reports keep coming in of bodies of flood victims being picked up here and there in the stricken districts.

#### More Bodies Found

The body of Supervisor H. P. Griffin was found by a searching party composed of Southern Railway employees last Wednesday morning. It was found two or three hundred yards below where the Belmont trestle across the Catawba went down the Sunday before. The body was taken to the old home at Liberty, S. C. for burial. The bodies of Section foreman C. S. Barbee, and Sloan Adams, a colored workman, both of Charlotte, were found Friday. Barbee's body was found about two miles from where the bridge went down and Sloan's body was found at Fort Mill.

#### Mr. Fortune's Experience

Mr. W. L. Fortune, of Kings Mountain, section foreman of the Kings Mountain-Blacksburg section of the Southern Railroad, gives in a thrilling experience in his account of the destruction of the Catawba trestle at Belmont Sunday, July 16th.

"Capt. Griffin and I were standing right close together on a raft and together with the others were guiding logs and trees so that they would pass under the trestle without lodging against it. The derrick was picking up logs from the upper side and lifting them over the track. The derrick engineer backed his engine off the trestle but gave us no warning and before we had time to take care of ourselves the crash came. I saw a terrible crash overhead and looked up. The track was leaning upstream and then suddenly it fell forward. I made a leap for a post but missed it. I went down

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