

GOVERNMENT TAXES OVER RAILROADS.

Operated During the War Secretary of Treasury McAdoo Named As Director

Through the question of the government operating the railroads during the war had received much discussion throughout the nation and of Washington and the likelihood of a move was prominent, still the decision of the President came as a surprise to officials, both of the government and the railroads. The decision was caused by the necessity of unifying the railroads of the country in order to meet the heavy demands being made on the railroad system and the traffic to be moved. The railroads will remain under the supervision of railroad officials at present, but will be under the direction of the government or Director General McAdoo. Mr. McAdoo is Secretary of the Treasury.

Statement issued by the President accompanying his proclamation is as follows:

Whereas the powers over the transportation systems of the country which were granted me by the Congress of last August have become imperatively necessary for me to do so. This is a matter of resources no less than of organization and it is necessary for the mobilization of our resources for the transportation systems of the country should be organized and controlled under a single authority in a simplified method of co-ordination which have not proved possible under private management and control.

The committee of railway executives who have been co-operating with the government in this all-important matter have done the utmost that was possible for them to do; and it is with patriotic zeal and ability; but there were difficulties that they could neither estimate nor neutralize. Complete unity of administration in the present circumstances involves upon occasion many points a serious dislocation of earnings, and the committee of course, without power or authority to re-arrange charges or effect proper compensations and adjustments of earnings. Several roads were willing and with admirable spirit accepting the order of the committee have already incurred losses from these circumstances and should not be required to do further. In mere fairness to the full authority of the government must be substituted. The government itself will thereby gain an immense increase of efficiency in the conduct of the war and of the important activities upon which its successful conduct depends.

The public interest must be first and, in addition, the financial interests of the government and the interests of the railroads must be brought under a common direction. The financial operations of the railroads need not then interfere with the borrowings of the government, and they themselves can be operated at a greater advantage. In railroads securities may rest that their rights and interests will be as scrupulously looked after by the government as they are by the directors of the several railroad systems. Immediately upon the reassembling of Congress I recommend that these definite powers be given: first, of course, the railway properties will be retained during the period of federal control in as good repair and as complete equipment as when taken over by the government, and, second, the roads shall receive a net operating income equal in each case to the average net income of the three years preceding June 30, 1917, and I am entirely confident that the Congress will be disposed in this case, to see that justice is done and full security to the owners and creditors of the great systems of the government must now use their own direction or else suffer the embarrassment.

The secretary of war and I are confident that, all the circumstances taken into consideration, the results can be obtained under the executive direction of the Director General McAdoo, whose special experience peculiarly fits him for the service and whose authority as secretary of the treasury will enable him to co-ordinate as no other could the many financial interests which will be involved and which, unless systematically directed, would suffer very embarrassing embarrassments.

The government of the United States is the only great government engaged in the war which has already assumed control of this country. It was thought to be in the interests of American institutions to attempt to do anything that was necessary through private management, of seal and ability and patriotic spirit could have accomplished the necessary unification of administration. It would certainly have been accomplished; but no zeal or ability overcome insuperable obstacles, and I have deemed it my duty to recognize that fact in all candor, now that it is demonstrated and to use without reserve the great authority reposed in me. A great national necessity dictated the action and I was therefore not at liberty to abstain from it.

"WOODROW WILSON."
The presidential proclamation begins by noting the congressional resolutions declaring a state of war to exist with Germany and Austria-Hungary, which resolved that the President be and hereby is directed to employ the entire naval and military forces of the United States and the resources of the government to carry on the war against the Imperial German government and Austria-Hungarian government; and to bring the conflict to a successful termination, all of the resources of the country are hereby pledged by the Congress of the United States, also authorizing the act making appropriations for the support of the army for the fiscal year ending June 30, 1917, and "for any purposes," which empowered the secretary of war, to take possession and assume control of any system or systems of transportation, and then says:

"And whereas, it has now become necessary in the national defense to take possession and assume control of certain systems of transportation and to utilize the same, to the exclusion as far as may be necessary of other than war traffic thereon, for the transportation of troops, war material and equipment therefor, and for other needed and desirable purposes connected with the prosecution of the war;

"Now, therefore, I, Woodrow Wilson, President of the United States, under and by virtue of the powers vested in me by the foregoing resolutions and statute and by virtue of all other powers thereby enabling, do hereby, through Newton D. Baker, secretary of war, take possession and assume control at 12 o'clock noon, on the 28th day of December, 1917, of each and every system of transportation and the appurtenances thereof, located wholly or in part within the boundaries of the continental United States and consisting of railroads and owned or controlled systems of coastwise and inland transportation engaged in general transportation whether operated by steam or by electric power, including also terminals, terminal companies and terminal associations, sleeping and parlor cars, private cars and private car lines, elevators, warehouses, telegraph and telephone lines and all other equipment and appurtenances commonly used upon or operated as a part of such rail or combined rail and water systems of transportation to be utilized for the transfer and transportation of troops, war material and equipment, to the exclusion so far as may be necessary of all other traffic thereon; and that so far as such exclusive use be not necessary or desirable, such systems of transportation be operated and utilized in the performance of such other services as the national interest may require and of the usual and ordinary business and duties of common carriers.

"It is hereby directed that the possession, control, operation and utilization of such transportation systems hereby by me undertaken shall be exercised by and through William G. McAdoo, who is hereby appointed and designated director-general of railroads. Said director-general may perform the duties imposed upon him so long and to such extent as he shall determine, through the boards of directors, receivers, officers and employees of said systems of transportation. Until and except so far as said director shall from time to time by general or special orders otherwise provide, the boards of directors, receivers, officers and employees of the various transportation systems shall continue the operation thereof in the usual and ordinary course of the business of common carriers, in the names of their respective companies.

Miss Mary Cox, who holds a position in Georgia, is spending some time at her home here.

Miss Mary Shuffler is at home from the hospital.

Mr. John Cloer, of Lenoir, spent several days last week with his family here.

Miss Swannie Giles spent the holidays with her parents in Glen Alpine.

Mr. Julius Cox and his sister, Miss Mary Cox, returned Christmas day from a visit to relatives in Baltimore.

Friends of the contracting parties will be interested to learn of the marriage of Mr. John Perkins and Miss Hettie Taylor, which occurred last Friday in Morganton.

Mr. and Mrs. L. A. Kincaid and children, of Table Rock, spent Thursday night with her parents here.

Mr. Fred Wakefield and Miss Junie Wakefield are at home from Kannapolis.

Christmas Marriages.
Esquire W. L. Kirksey performed marriage ceremonies for the following couples during the holidays:

On December 28 Gorman Dale, son of Charlie Dale, and Lillie Cook, daughter of Charlie Cook, both from Burkemont.

On December 27th Mr. Charles Yates, Jr. and Miss Mamie F. Roquemore, both of Georgia.

At the court house on Friday morning, December 28th, Mr. John Perkins and Miss Hettie Taylor, of Worry.

JOY ITEMS OF INTEREST.

Correspondence of The News-Herald. Mr. and Mrs. Frank Saunders are visiting relatives in Charlotte and points in South Carolina.

Mr. Sam Page, of Georgia, spent Christmas with friends and relatives here.

Mr. John Cloer, of Lenoir, spent several days last week with his family here.

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RUTHERFORD COLLEGE.

A School That is Fulfilling a Splendid Mission.

Contributed.
At this time everyone should be more than ever interested in education. Our secretary of War has reminded us how necessary it is that all boys and young men, who have not been called to the colors and those who for any reasons will not be called, should spend the time in improving themselves and thereby prepare to serve their country as efficiently as possible when the need arises. Here in our own county we have a school that has rendered and is still rendering a great service to the State in the education of her young men. Rutherford College is especially adapted to the needs of young men of limited means.

Rutherford College is located in Burke county, about a half mile from Connelly Springs, the nearest railroad station. The campus contains about forty acres. Near the center of the campus are located the administration building and the dormitory. A great need of the college is a new dormitory. An effort is now being made to raise \$25,000 for a new dormitory to be called Weaver Hall in honor of the late Dr. J. H. Weaver, one of the best known and best loved preachers of the Western North Carolina Conference.

It is hoped that the friends and former students will contribute liberally to this fund.

One of the most successful terms in the history of the college has just closed. During the term 120 students, 30 of whom were ministerial students, were enrolled. Rutherford College is now a junior college and this year for the first time two years of college work are being done, thus making it possible for those finishing the course to enter the junior class of any A grade college in the State. The college is fortunate in having so strong and efficient a faculty, all of whom are ministers.

Perhaps no other school of its size has given greater service to Western North Carolina in the past than has Rutherford. About 50 pulpits are now being filled by ministers who received practically all their education here. The college offers better opportunities than ever before, because of its new equipment. Any ambitious boy desiring an education could do no better than to come to Rutherford College.

A Chance to Learn Cheese-Making.
Though efforts of experts in the extension service of the college, cheese-making has become quite an industry throughout many of the mountain countries of the State. The development of this industry has demanded the services of men specially trained in the science and art of cheese-making. To supply adequately trained men to man this infant industry of our western mountain region, the Animal Husbandry Division of the State College of Agriculture and Engineering down at West Raleigh is offering a short course in cheese-making to begin on January 10 and continue through February 28.

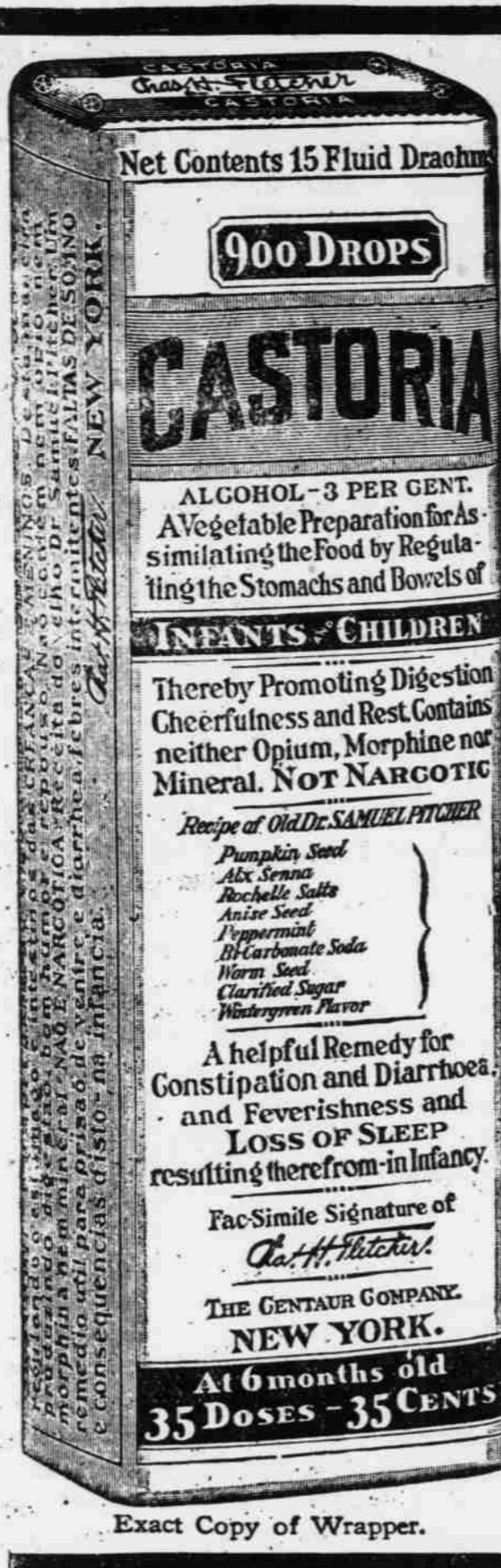
It is believed that young men on the farm who are interested in this line of agriculture would do well to attend the course that is being offered by the college.

This is a day of great efficiency. Efficiency comes through training and experience. Therefore, young men who wish to become specially proficient workers in the building up of this particular home industry should make it a point to avail themselves of the opportunity the college is offering for specialized instruction and experience in cheese-factory management and accounting, factory mechanics, farm dairying, testing of dairy products and dairy cattle, economical milk production, as well as in the actual technique of making good cheese by efficient methods.

Capt. J. P. Sawyer Dead.
Capt. James P. Sawyer, prominent citizen and retired business man of Asheville, died suddenly at his home in that city Christmas eve, death being due to heart failure. He was past 80th year and is survived by his wife, three sons and a daughter.

Capt. Sawyer was long a prominent business man of Asheville, being engaged in the mercantile business for many years. He helped organize the Batter Park Bank of Asheville, was for a long time president of the institution and at the time of his death was chairman of the board of directors. He was also identified with other business interests. Up to a year ago he was, with the exception of probably a half dozen years, a member of the board of directors of the State Hospital at Morganton from about the time the institution was opened, and was for several years president of the board. He was a prominent member of the Methodist church and a fine citizen.

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X. H. Cox

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