

THE MONROE JOURNAL

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A notice to discontinue The Journal is not necessary, as we take it for granted that you do not want the paper when you fail to renew.

FRIDAY, MAY 23, 1919.

The Big Day.

Indications are that next Thursday will be about the biggest day Monroe ever had. It will be a day that means business. There will be huge crowds from all the counties along the line from Charlotte to Wilmington and it will be a crowd that means business. Time for road talk has passed. The time for road work has come. From this meeting the dirt ought to begin to fly.

The Germans Will Sign

The Germans have been given another week in which to take up their minds whether they will sign the terms of peace or not. The German cabinet has formally declared that the terms will not be signed. But that cuts no figure. They have not yet learned through all their bitter experiences that they can't fool anybody. They will sign. They are merely taking a little more time to whine.

Why Germany Quit

The only time that Germany showed any sense of bringing on or conducting the war was when she decided to quit so quickly. When she begged for terms she was in a better condition relative to her enemies on the field than the South was to the North when the war began. Yet the Confederate States fought for four years.

Germany quit because she got a glimpse of what America had begun to do, for we had only begun. She saw that by the summer of 1919, to which time everybody expected the war to last, the United States would be putting out more of all the necessities of war than all the other Allies combined had been able to do, and that eventually American production would be greater than that of all the other nations combined on both sides. Germany went into the war when she thought she had a sure thing, and she got out just as soon as she found that she had terribly miscalculated the whole thing. Her armies were at the beginning of a great defeat all right, but they could have fought on a long time if they had had the nerve to fight when they knew that they no longer had a sure thing.

Not Settled At All

Those who jubilantly declare that there will never be any government ownership of railroads in this country because the slight experiment in war time did not correct all the mistakes of years of private management, have another guess coming. There may be some way of settling the question except by government ownership but the fact that the roads are to be turned back to private management means nothing and proves nothing, except that the country is not yet ready to settle this question. Mr. Wilson has taken his stand no doubt simply from a knowledge that the time is not yet ripe for this question and that further discussion and experiments at this time could do no good. Government ownership may not be a good thing but it has not been proven. Government ownership has been tried about like the Indian tried the use of feather beds—slept on a handful of feathers one night on the floor and said that beds were no good, too hard. When the time comes a real trial will be given if something else is not provided in the mean time.

WAREHOUSE LAW UPHELD

Supreme Court Held as Constitutional the Recent Legislation for Establishing System of Cotton Warehouses.

News and Observer, May 21.

The Supreme court held as constitutional, the act of the recent legislature for establishing the system of cotton warehouses, especially the section imposing the 25 cents per bale tax on all cotton ginned to create a fund for the guarantee of the cotton storage certificate, the section especially involved in the test case rushed to the court from Wake, so that the State Tax Commission might proceed with full authority to administer the machinery for the collection of the bale tax through the cotton ginners of the State.

The full court agrees to the issuance of the mandamus for the State Tax Collection to proceed with the collection of the tax, but Justice Allen does not agree at this time to pass on the constitutionality of the tax clause, by merely that the proceeding is improperly before the court, since no complaint is of the class that

has to pay the tax. In his opinion of partial occurrence, Justice Allen doubts the constitutionality of such a tax against either the grower as a business or the producer of the cotton, and he apprehends that any amount of tax can be imposed at will by the legislature on the production of any other product of the soil if such a policy becomes established.

Chief Justice Clark writes the opinion for the court and takes the position that the entire act is constitutional with that liberal construction that is always given to legislative acts as representing the will of the people. He holds that it is within the province of the legislature to tax the business of cotton farming or any other kind of farming, especially in cases where the purpose is to benefit the grower and with no benefit to the State at all being involved. He takes a shot at the State Tax Commission refusing to administer the tax section, and at the attorney general for rendering an opinion, holding that it has not heretofore been contended that any subordinate branch of the executive government could exercise this "most important and delegate power" of passing on the constitutionality of an act of the legislature. On the same principle any sheriff or constable could refuse to act and endless complications might arise.

Justice Allen, in his partial concurrence, insists that there is nothing out of the way in the action of the State Tax Commission or the procurement of the ruling by the attorney general and that the Supreme court should merely issue an alternative, and not a peremptory mandamus, such as the direction of Chief Justice Clark directs. Justice Walker files a concurring opinion in which he agrees with the general findings of the court as expressed in the majority opinion.

"Black Jack" Pershing is "Shot" in France by Movie Cameraman.

General John J. Pershing — he was a captain in Cuba only a few years ago, and later commander of the American forces in Mexico—is known from one end of the battle line in France to the other as "Black Jack." He earned that sobriquet years ago among men who knew the dynamic energy that generated behind the smiling face of a "man's man."

In "Crashing Through to Berlin," which comes to the Strand theatre on May 28th, the noted American's personality is depicted as dominating yet democratic to such a degree that he was welcomed heartily by every one with whom the American fighting men came in contact. He took his rugged zerre and later to Paris in the matter of fact way which characterizes men of real ability. He didn't ask for bands and flowers and ovations—all he wanted was a place to quarter his men.

There were, of course receptions and parades and such things, but through them all "Black Jack" only smiled with the quiet confidence of a man who has a task to do and desires only its accomplishment.

One day they took him to the tomb of Lafayette, the famous French patriot, who threw his all into the great struggle which the Americans made for independence in 1776. General John J. Pershing accepted the word of the great Frenchman, and in his acceptance summed up America's ambition in the great war in a crisp sentence which thrilled the world.

That statement of Pershing's—that glorious promise to America's allies—has been the slogan of the now more than a million men fighting under Old Glory in France. American boys shrieked it when they crashed back the Hun from Chateau Thierry to the Vesle recently. It was the battle cry of the "Devil Dogs"—the Marines—in the charges that have made American pluck and endurance by-words among the fighting men of the world.

And in addition to all the planning, all the fighting, all the cheering, there was the frankness of a child in his comradeship with his men. There is one incident—but see it in "Crashing Through to Berlin," the gripping review of the world war, which comes to the Strand theatre on Wednesday May 28th.

News From Stouts.

Correspondence of The Journal.

Stouts, May 21st.—Say, Student, I guess you think there has been "nuff sed" about working on the Sabbath day, so I will not say anything about it. I got a hunch that you are like the man who when asked why he broke the Sabbath day said, "Well, one of us was bound to be broke so I thought it better to break the Sabbath day than to be broke myself."

Mr. Wiley Yandle spent Saturday night with his cousin, Mr. James Ritch.

Miss Ethel Ford visited friends in the village last week.

Mr. and Mrs. F. M. Yandle spent a few days last week with relatives at Pineville.

Mr. G. W. Robinson is in Charlotte where he will undergo another operation for gall stones. He has just been able to be at home a few days.

Mrs. Sallie Keziah and children spent Sunday in the home of Mr. and Mrs. Ben Hilton.

Mrs. M. E. Yandle and daughter-in-law, Mrs. Warren Yandle of Monroe visited relatives in the community the first of the week.

Mr. Le Helms has arrived home from France. Lee was about the last one of our boys to get home and we extend to him a hearty welcome.

Misses Cora Lee Robinson and Ella Conder of Charlotte visited the former's parents, Mr. and Mrs. G. W. Robinson, Saturday night and Sunday.

Miss Lizzie Boyd visited Miss Grey Dellinger of Indian Trail Sunday.

Mr. W. T. Hays and son, Willie, visited in Mt. Prospect some few days ago.

Rain! Rain! Most every day. The farmers are becoming pessimistic about their farms. Old General Green has already taken a stand.—Violet.

Stand And Deliver.

A New York restaurant advertises that it will open at the historic home of the famous Captain Kidd. Business carried on at the old stand.—Columbia State.

AUTOISTS MUST OBEY THE LAW SAYS CHIEF GRIFFIN

Declares That Violations Have Become a Source of Real Danger—Every Violator Will Have to Answer to Recorder—Letter From Chairman Page and Mayor Sikes Regarding Matter.

The violations of the automobile laws of the State and city must stop says Chief of Police C. H. Griffin in a statement issued yesterday. It says:

"I have noticed that many drivers of automobiles have become so apparently regardless of the rights of others as to present a real source of danger to the people of the community. I want all automobile owners to comply strictly with the law. When violations occur hereafter the driver may expect to make his explanation to the Recorder."

Chief Griffin calls special attention to the enforcement of the law requiring the displaying of automobile license tax numbers. Lieut. Frank Page, chairman of the State Highway Commission, has directed a letter to Mr. Griffin in which he states that inspectors will be sent in the future to see that the authorities of Monroe have done their duty in seeing that every automobile is properly tagged. Mr. Griffin intends that when the inspector arrives that he shall find everything in good shape along this line.

In the following letter Mayor Sikes calls upon the officers of the town to enforce the automobile laws:

Mr. C. H. Griffin, Chief of Police:—Dear Sir: The Alderman of the town of Monroe have unanimously requested me to call upon you and your assistants to enforce the automobile regulations required by the laws of the State of North Carolina, and the Ordinances of the City of Monroe. In this connection, I suggest that you acquaint yourself with Chapter 149, Public Laws 1917, and the ordinances regulating the parking and use of automobiles passed by the Board:

I especially call your attention to the following requirements:

1. Every automobile must be registered and the registered number conspicuously displayed on the front and rear of the automobile and fictitious numbers displayed are a violation of the act.
2. No person under the age of 16 and no person intoxicated can operate an automobile.
3. Adequate brakes in good working order and sufficient to control said automobile and a suitable bell or horn, with two lighted lamps on the front and a red light visible from the rear shall be upon each automobile, and a failure in any of these particulars, is a violation of the law.
4. Every automobile driver must slow down his car and give a timely signal when approaching a crossing or intersection, or sharp curve and the speed of his car must not exceed ten miles an hour.
5. Keep to the right.
6. Speed limit 18 miles per hour in the residence section and 10 miles per hour in the business section, and any person exceeding this limit, is guilty of a violation of the statute.
7. It is a violation of the law for any person to operate an automobile or motorcycle with muffler cut-out open.
8. It is unlawful to place or deposit glass or other sharp or cutting substances, tacks and the like, on the streets.
9. No automobile can be left on the streets with engine running.
10. No automobile can be left within 15 feet of a fire plug, unless it is in charge of a person who can immediately move such automobile in case of necessity.
11. Every person at an intersection must keep to the right of the center of the intersection and signal with outstretched hand the direction in which the turn is to be made.

The foregoing are extracts from the laws of the State of North Carolina. In addition thereto, the City of Monroe has passed certain ordinances and I will now call these to the your attention and ask you to see that they are enforced:

1. All cars shall be parked at an angle of forty-five degrees, headed in to the right-hand curb on all streets 30 ft. or more in width and the right front wheel shall touch the curbing, and on all other streets and alleys, cars shall be parked along the right side of the curb facing the right.
2. No parking shall be done in 15 feet of a public watering trough.
3. No person shall wash automobiles or other vehicles on the side walks or streets of the city of Monroe.
4. No person shall tie a horse or other animal to any vehicle left standing on any of the asphalt streets of the city of Monroe.

The foregoing will therefore acquaint you with the majority of the things required of automobile drivers and I suggest that you make publication of your intent to carry out this request of the Board of Aldermen so that the people may understand that you are simply carrying out instructions.

JOHN C. SIKES, Mayor City of Monroe.

Kitchen Logic

"Please mum, there ain't no coal left in the cellar."
"Why on earth didn't you tell me before?"
"Because there was some then."—The Passing Show.

The threatened canine generally subsists on the choicest brands of dog biscuit.

Local Market.

Good white cotton	30
Rowden	30.75
Eggs, hen	35
Eggs, guinea	28
Butter	30 to 40
Country hams	28 to 32
Beeswax	28
Corn	1.90
Pork	19 to 20
Beef cattle	7 to 9
White peas	2.50
Young chickens	35 to 60
Hens	75 to 85
Guineas	50 to 60
Wool	35



The big thought in clothes is this:

"Nationally known brands are best."

We sell them because we know they deserve our personal guarantee; they're the right kind in which you are bound to get the greatest satisfaction.

These are the names—

Styleplus Clothes
\$25-\$30-\$35-\$40

They pledge you fine style, real quality, tailoring of character, and unsurpassed values, and hold that pledge inviolate. We are proud indeed to be able to say that we alone sell them here.

And you'll be just as proud to get into one of these suits for Spring!

Unrestricted choice; great values.

Belk Bros.

Carolinas' Largest Distributors of RELIABLE MERCHANDISE.

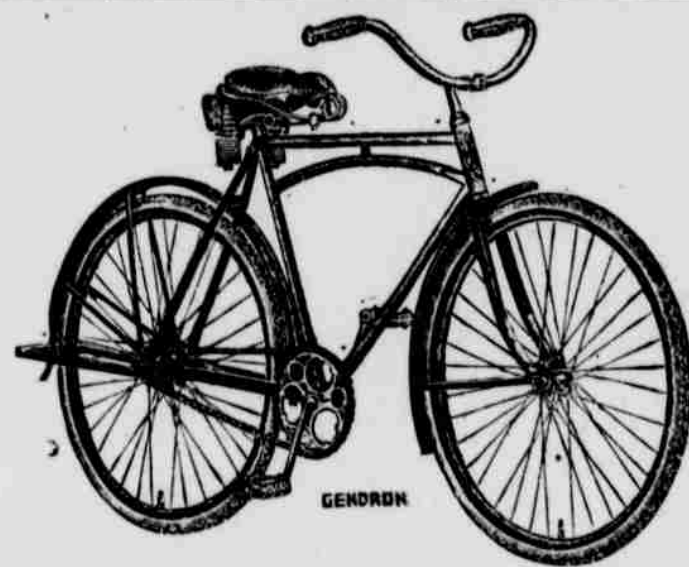
19 Big Department Stores is One Reason Why We Sell it for Less. 19

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If you can't sleep at night Ride a Bicycle In the Day Time— But ride a Gendron.

This is the way to save today Without More Pay Ride a Bicycle— A Gendron Bike on Every Hike.

Ride a Gendron Bicycle



Nearly a Hundred Gendron Bicycles are at our store awaiting your inspection. There are large Bicycles, small Bicycles, at almost any price you want to pay. Come tomorrow and take a look. It will make you want to go back to the Bicycles. Probably you've already heard "the bicycle is coming back." But the truth is "you are going back to the bicycle." There is nothing so good for the inside of a man as to be on the outside on a bicycle.



Monroe Hardware Co.
RETAIL DEPARTMENT.

ECONOMIZE!
RIDE A BICYCLE;
of course it will be a Gendron.

If the High Cost of Drugs Worries You Ride a Bicycle— Gendron—King of the Road.