

Town Of Sharon Put On Map By Mysterious Death Of Faye King

Passengers On Passing Trains Stretch Neck To See House Of Tragedy.

York.—The King murder case has put the village of Sharon, situated seven miles west of York and containing 600 inhabitants very much on the map. There is no doubt about it.

Not only has the little town been visited by thousands of curiosity seekers from all parts of York and contiguous counties, but persons on the four passenger trains passing through Sharon daily manifest keen interest in the place.

Formerly when conductor called "Sharon," the passengers sat still or read the newspapers. Now they raise the window and peer about with eager eyes. They inquire of persons about the depot if the house is within sight and when advised that it is not visible they

manifest deep disappointment.

Among the automobiles that have been parked in front of King home of late were machines bearing license tags from Virginia, Georgia, and other states. Of course the occupants of these cars doubtless did not come all the way from their home states to see the King house but probably turned aside from through trips.

All the furniture belonging to Rafe King has been moved out of the house, but it will not be empty long. It has been rented by C. E. McGurkin of Sharon from the owner, Mrs. J. H. Bingham and he will occupy it soon.

Many persons have been heard to remark that they would not live in the house for a gold mine, but McGurkin is of a practical frame of mind and is not afraid to live in the house with its tragic association.

Site On Desert Is Chosen For New Munition Plant In Nevada

Hawthorne, Nevada.—An odd village resembling an Eskimo igloo colony is to be built under the broiling sun of the Nevada desert. It will provide the United States navy with one of its largest munitions depots and replace the Lake Denmark, N. J., arsenal which blew up in 1926.

The location is far from any thickly populated district and will forestall repetition of a tragedy like that in New Jersey, where 21 were killed, hundreds injured and damage of \$35,000,000 was done.

New Lease. Selection of the site for the storage dump in the virtually uninhabited desert empire gives the old mining camp of Hawthorne a new

lease of life. Once a flourishing town, Hawthorne became one of the ghost cities of the west. Now, however, tottering houses are being repaired, stores reopened and their shelves replenished. The one hotel has received new paint and furnishings. The railroad is preparing to build from Thorne, the nearest rail point, and telephones have been installed.

The navy is making preliminary surveys of the site and will start the \$3,500,000 arsenal work with storehouses of the half-dome type built far apart and buttressed by earthworks to prevent an explosion in one magazine from igniting the others.

HENRY FORD HAD TO CHAIN FLIVVER

It Was Only Way To Prevent Curious Crowds From "Fooling With It."

New York.—Henry Ford had to chain and lock his first flivver to a lamp post whenever he parked it in the streets of Detroit in 1893, to prevent curious bystanders from trying to start it.

This is the amusing fact brought out by Charles Merz, who, in the World's Work, discloses the story of Ford's ten-year struggle to find financial backers for the awkward creation which made him the world's wealthiest man.

"If I stopped my machine anywhere in town," Ford himself is quoted, "a crowd was around it before I could start it again. If I left it alone, some inquisitive person always tried to run it. Finally I had to chain it to a lamp post when I left it anywhere."

Not one of Ford's 12 original backers was either a capitalist or professional promoter. Although many were approached, those supposedly shrewd and farsighted individuals carefully avoided any contact with the auto-builder.

It was chance, rather than business sagacity that created the Ford company, Merz points out. The inventor, while working for the Detroit Electric company, made friends with Alexander Malcolmson, the coal dealer, who backed him for a quarter of the original stock. James Couzens, then a clerk in Malcolmson's office, borrowed from his sister to buy 24 shares, and induced her to take a single share in her own name. Charles J. Woodall, Malcolmson's bookkeeper, bought ten shares with his \$1,000 savings. All of these became wealthy merely through the chance acquaintanceship.

John F. and Horace E. Dodge, owners of a machine shop, agreed to build Ford's motors for 50 shares of stock apiece. Their tremendous fortune later went to build the Dodge Brothers car.

Two young lawyers, Horace H. Rackham and John W. Anderson, happened to draw the contract between Ford and the Dodges, became interested and bought 50 shares each. Rackham sold his real estate holdings to make the investment against the advice of his banker, and Anderson borrowed \$5,000 from his father.

Vernon C. Fry, a shopkeeper, and Charles H. Bennett, employed by an air rifle manufacturer, each bought 50 shares, although their friends warned them they were being shares with his \$1,000 savings. But the most pathetic figure of the 12, the World's Work article relates, was Albert Strelow, a carpenter, who bought 50 shares, then sold it to put the money into a mine. While the others were being made fabulously wealthy by Ford, his mine investment resulted in a total loss.

Two motorcycle policemen in Chicago pursued Policeman J. C. Tierney 22 miles and arrested him for motoring at a speed of 62 miles per hour.

Card Of Thanks.

May we take this method of expressing our appreciation of the many acts of kindness and expressions of sympathy to us at the tragic death of our son, husband, and brother, George W. Scruggs. Also for the beautiful floral tributes we are very grateful. Mrs. Sally Scruggs, Mrs. George W. Scruggs, The Brothers and Sisters.

Austell Moves To State From Gaffney

Gaffney, S. C.—Lewis Austell, who has been in business here for the past year in the Insurance Trust Building, has moved his store to Granite Falls, N. C. The vacated quarters will be occupied March 1 by Ira A. Watson and company, now in the Brown Building, which will be taken by the Collins brothers, of Spartanburg, newcomers in the local mercantile field.

Soda-Jerker Runs 30 Miles For \$5

Kannapolis. — Greer McCall, seventeen-year-old soda dispenser here, set a local record when he, having a five dollar bet with Pee Wee Russell, local boxer, ran around the Cannon Lake one hundred times without stopping. The circumference of the lake is three-tenths of a mile and consequently the distance covered by the young man was 30 miles. It required five hours for him to accomplish this feat.

Nebraska Ignores South Carolina's Sunday Blue Laws

Omaha, Neb. Feb. 26.—The South Carolina blue laws, like the flowers that bloom in the spring, have nothing to do with the case of Corporal William Woodbury and his enlistment in the army. Federal Judge Munger has decided.

Woodbury, court-martialed February 5 for desertion and sentenced to a year's imprisonment, had sought release through habeas corpus action. He argued that his enlistment at Fort Moultrie, S. C., was on a Sunday and therefore void under the state's blue laws.

Judge Munger said that enlistment in the United States Army was no ordinary contract, being comparable rather to a marriage vow.

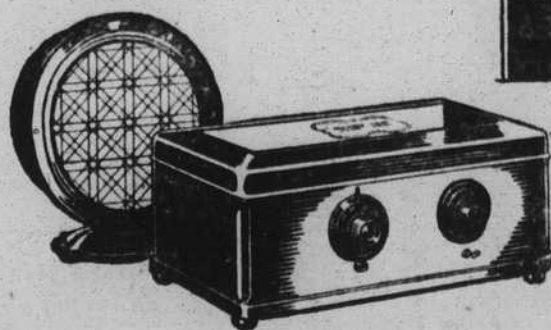
Major C. R. Williams, judge advocate for this army corps area argued that Fort Moultrie wasn't amenable to South Carolina laws exclusive jurisdiction of the United States government.

Woodbury deserted from Fort Moultrie February 3, 1923, at Sioux City, Iowa.

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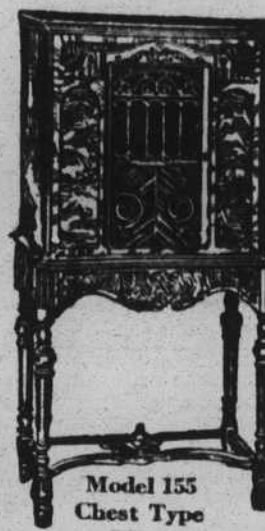
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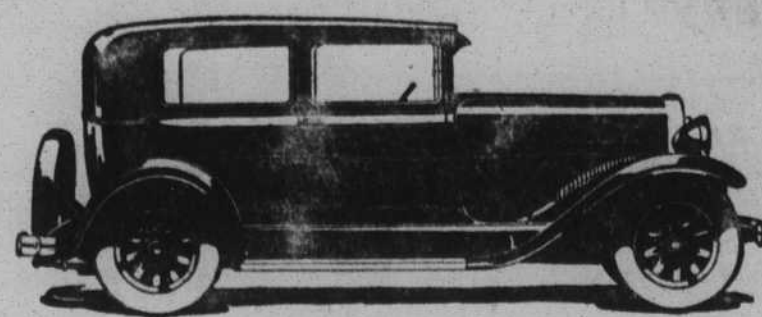
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