

The Kings Mountain Herald

Published every Thursday

ESTABLISHED 1889

Editor and Owner

G. G. PAGE,
Entered at the Post office as second class mail matter.
SUBSCRIPTION RATES (Payable in Advance):
1 year \$1.50
6 months .75
3 months .40
4 months .50
More than 1100 bona-fide subscribers on May 13, 1916.
Circulation mainly in Cleveland and Gaston counties, N. C.

It begins to look a little snaky around in these parts. Notices have been posted right here in town for volunteers for service in the Mexican trouble. The Shelby company calls "For a few able bodied men between the age of 18 and 25, unmarried. Thank the Lord for that word 'unmarried.'"

Be sure to read the Herald through this week. It carries some of the biggest news you ever read. Read carefully those two articles on the front page on "Cleveland County", and all that local news. Then turn the leaf and behold the face of the president and vice-president and other big men. Then read all about the St. Louis convention and the fight over the suffrage plank. Then on page three your optics will fall upon a story that has brought sadness to full many a mother, wife and sweetheart as the prospect of their sons, husbands and fiancées having to go to war. Go ahead and read what that old Mexican general, Carranza, has to say to Uncle Sam about the border situation. Read on and on and when you have read all the way through this issue of the Herald pick up any other weekly paper that may be handy and see if we don't scoop the whole business on getting the news that counts.

The Sampson Democrat came in last week with huckleberry juice all over the cover and some on the precious sheet. Editor Patrick pulls off good stunts and we gather that this was the unique way he chose to announce to his less fortunate brethren that the good old Sampson blues are ripe. Bet if you could see that splendid editor this morning he would be far in a pond with a gallous bucket on his arm and mud rings around his ankles. That juice was the real article for we smelt it, and when our smelling faculties caught the full significance of the purple spots the water began to rise under our tongue and we were taken back to good old Sampson and imagined ourselves sitting with our feet under Joe Sutton's table and our upper selves busily engaged in devouring a big tart. Hurrah for Editor Patrick. Three cheers for Sampson courtly huckleberries and Woodrow Wilson.

HERNDON CHILD DIES

An infant son of Mr. and Mrs. Howard V. Herndon died yesterday (Wednesday) morning at the home of Mrs. Herndon's parents Mr. and Mrs. G. F. Hambricht. It was buried at Bethlehem this morning at 11 o'clock.

MORE IMPORTANT CHANGES UNDER WAY

Kings Mountain grows some more. McGinnis Brothers, W. H. McGinnis and H. W. McGinnis will begin right away to erect a brick building on the lot between W. P. Fulton's store and the National Garage which they will use for their tin works and hardware business. They bought this property the first of June from P. D. and G. B. Herndon. They sold to R. P. Tribble the barber shop and a little back lot. They will tear away the old Kings Mountain Pressing Club and erect the new building which will be 75 feet long, 35 feet wide at the back and 23 feet wide at the front.

The Kings Mountain Pressing Club, operated by Roy Brown and Sidney Brown, will move in to the wood building at the rear of the Kings Mountain Garage.

The Long building on the corner of Cherokee and Mountain streets occupied by McGinnis Brothers is being remodeled and will be made up-to-date. It is highly probable that this building will be rented to an out-of-town concern for a clothing store.

Another deal is on, of which we cannot speak specifically, whereby a ladies ready-to-wear store will be opened here in the early future. Capital keeps coming in and buildings continue to go up.

SMITH-HUFFSTETLER

A marriage of considerable interest to their many friends here and elsewhere was that of Miss Myrtle Huffstetler and Mr. F. E. Smith both of Kings Mountain on Tuesday night at the home of the bride on Piedmont avenue. Amid a great company of friends and relatives Rev. B. A. Culo performed the ceremony in the tastefully decorated parlor of the Huffstetler home.

The bride is the daughter of Mr. and Mrs. Gus Huffstetler and is very popular. The groom is one of Kings Mountain's best and most promising young men. The wedding march was played by Miss Mary Fulton.

Refreshments were served after the marriage.

The happy couple left yesterday morning, (Wednesday), for a bridal trip to various points.

The Herald joins their many friends in extending congratulations.

GOOD UNION SERVICE SUNDAY NIGHT

The regular monthly union service was held at the Presbyterian church Sunday night and was of unusual interest. The program was different from anything yet had on union occasions. Dr. George H. Crowell of Waynesville, N. C. delivered the principal address. He spoke on the various kinds of amusements our young people come in contact with at the ordinary summer resort and the very harmful effects that usually attend those who go to them. His business here was to represent the great summer resort of the Methodist church at Lake Junaluska now under development. But inasmuch as he had opportunity to address a congregation made up of various denominations he spoke of the resorts of the Presbyterians at Montreat, The A. R. P.'s at Linwood College, The Baptists at Ridgecrest and others out of the state, in a general way, and more specifically of the Junaluska enterprise. Mr. Crowell insisted that in these various resorts the churches were offering their young people, and older ones as well, the most wholesome recreation and outing that can be had. He pointed out that it was the duty and the plan of the various denominations to provide resorts "That would beat the devil" in attracting our young people. He stated that the devil was making his places of sin and devilment more and more attractive. He cited the fact that Coney Island had provided a rest room for drunks instead of putting them in the lock-up as formerly. Our young people are going somewhere for rest, recreation, and amusement, if the church doesn't attract them the devil will, was his conclusion.

At the close of the lecture by Dr. Crowell Rev. J. E. Berryhill, pastor of the Presbyterian church, arose and endorsed what Dr. Crowell had said, and stated that these evils which he had pointed out on a large scale were being operated right in Kings Mountain on a minor scale. He referred to the constant recurrence of shows in town and condemned them most emphatically. Rev. G. L. Kerr, pastor of the A. R. P. church, arose and spoke in very strong terms against the shows and said that "If the town can't exist without them, let's pull down the town and sow it in peas." Pastor E. O. Cole of the Methodist church then took the floor in support of what had been said and added a few hot shots to the many missiles that had been hurled at the devil. It seemed to be the opinion of those present that the devil just didn't enjoy the meeting at all.

Dr. Crowell is an able speaker and a great reasoner. He is not a preacher, but a life time school teacher. Until about a year ago he had been President of the Epworth University, Oklahoma City, for ten years. He resigned that position for a rest and is now engaged in the Junaluska project.

SEVENTH OF OCTOBER MASS MEETING

There is to be a mass meeting of the citizens of Kings Mountain and community on Thursday night, (tonight,) at 8:30 at the opera house. The annual report of the directors of the Kings Mountain Battle Memorial Association will be made, and officers elected for the ensuing year. Plans for the next celebration are to be discussed. The hearty interest of the whole community is especially desired.

THE PHOTOGRAPH of your deceased friend burnt in porcelain and set in oval relief in any tombstone bought from us for five dollars extra.
Logan & Page,
Kings Mountain, N. C.

MASS MEETING

In interest of Battle of Kings Mountain Memorial Association,
AT OPERA HOUSE THURSDAY NIGHT AT 8:30.

Report of Directors.
Election of Officers.
Plans for next Celebration will be Discussed.

ARRANGE TO BE THERE

By order of the Board of Directors.

Read ALL the ADS in the Herald



MARBLE and GRANITE MONUMENTS.

YES

We are still selling Tombstones --any size--any design--any price.

Logan & Page

Kings Mountain, N. C.

SIX REASONS Why You Should Advertise In The Kings Mountain Herald

- I. It is a clean local paper for all the family.
- II. It is the only paper published in its territory.
- III. It has a bona fide circulation of over 1100 copies each week.
- IV. It covers the Kings Mountain trading territory like the noonday sun.
- V. It is the medium through which to show your customers that you have confidence in what you are offering for sale.
- VI. Its advertising rates are very low compared with the service rendered.

Give Us Your Laundry

We do first-class laundry work and Guarantee absolute satisfaction in every particular. Our Mr. Rhyne will call for your work and will make good any shortage, or damage. We appreciate your Business.

Shelby Steam Laundry
"The Snow White People"
J. B. Rhyne, Kings Mountain Agt.

CRISIS FOR ROADS IN THE MOVEMENT FOR HIGHER WAGES

Would Add Millions To Expenses Of The Southeastern Lines—Public Is Vitaly Interested.

Washington, D. C.—The railways of the southeast are facing a critical situation in the proposed demands of the engineers, firemen, conductors and trainmen's Brotherhoods which have joined in a nation-wide effort to force the railways of the country to grant further wage concessions, which would add millions of dollars to the payroll of the railways without enabling them to earn a cent more than under present conditions or to in any way give better service to the public," declares a statement given out by the executive committee of the southeastern railways.

"The demands of the Brotherhoods are generally referred to as demands for an eight hour day and time and a half for overtime, but they are not in reality for an eight hour day in the sense in which that term is commonly understood," the statement continues. "The employees are not asking that they be relieved from service at the end of eight hours, as they realize that this is not practicable in road service, and the form in which the demands have been made clearly shows this.

More Pay Per Overtime

"Thus the language of their own proposed demands is that on runs of one hundred miles or less overtime will begin at the expiration of eight hours. This simply means that if a freight train requires, as it usually does, at least 10 hours to run 100 miles, the train and engine employees shall receive their day's pay for eight hours of work and shall receive time and a half for the additional hours.

"There is not a line in the proposals concerning road service that in any way limits the number of hours the employees are to work, and their proposition resolves itself into fixing the period at which overtime begins to accrue and after which they shall receive time and a half instead of their regular hourly rate. "In a discussion of the proposed demands in the official journal of the Trainmen's organization, the following explanation of the demands is given by one of the vice-presidents of that Brotherhood:

"There appears to be some difference of opinion as to what such a proposal involves, therefore it may be reasonable to say that there is quite a difference between an eight-hour work-day and an eight-hour basic work-day.

"The first contemplates that eight hours shall be the maximum working time, and as a rule where the eight-hour work-day obtains through contract relations between employer and employee, it is the constant endeavor to prevent working overtime except in cases of necessity. It appears that some of the men in the train service are of the opinion that this is the proposal of the organizations. However, this is not the case. The second, the eight-hour basic work-day contemplates that eight hours shall be the basis for a day's work and any time in excess thereof shall be paid for as overtime, consequently under such a provision there is no limit to the hours worked. The latter system is the one proposed by the train service Brotherhoods and is in accord with the action taken by the delegates, at the Eleventh Biennial Convention of the Brotherhood of Railroad Trainmen.

Same Work, More Money

"The proposals of the employees, as in reality formulated and officially explained in the above citation, simply mean that they shall be paid more money than at present for the same work they are now doing. The matter, therefore, resolves itself primarily into a question of wages and consequently of increased cost.

"Applying the proposed demands to the present conditions of work would mean an increase ranging from 12 to 40 per cent in cost, as the roads would be compelled in most cases to continue the present hours of operations since changes to escape the payment of overtime would cause a higher percentage of increase than the figures already given.

"The railways of the southeast are in no condition to stand any increase in their operating expenses, much less such increases as would result from granting these demands. They already pay higher wages to train and engine employees than are paid in other sections of the country where traffic is much more dense, and they have had no part in the rate increases which recently have been granted by the Interstate Commerce Commission to railways in other territories.

"Preliminary estimates show that on some lines the increases asked by the employees would more than wipe out all income after payment of operating expenses, fixed charges and taxes. The railways would be forced either to secure increases in their rates or to lower their cost of operation by curtailment of train service and reducing the outlay for maintenance and improvement necessary to meet the transportation needs of the rapidly developing southeastern territory.

"This is a question in which the whole public has a direct and vital interest. The railways of the southeast merely ask of the public that it inform itself of the real nature of the proposed demands, and of the ability of the roads to meet them."

—Adv.

FOLLY IN DEMAND FOR SHORT TRAINS MADE BY UNIONS

Might Just As Well Ask Country To Return To Sailing Boats And Ox Carts

Washington, D. C.—To the public that pays every dollar of the railroad bill (and forty-five cents of every dollar paid for transportation is for wages) the leaders of the four brotherhoods of railway employees, who are demanding increased pay, say: "All the railroads have to do to meet our demands for higher wages is to shorten their trains, move freight more rapidly, and escape the penalty of overtime wages."

The fallacy of this statement, which is the last-mentioned argument used in support of the demand for increased wages, is well shown in the following editorial which appeared in the Washington, D. C. Times of April 19, under the heading "A Mad Freight Train Idea."

"Everybody in the ranks of the general public will agree with the railway managers that the campaign which the railway workers are waging, particularly in the west, for shorter trains, while at the same time demanding higher pay and fewer hours of work, is of all possible claims the most preposterous. Indeed, in economic terms it is an ideal little short of mad. The railroads have spent hundreds of millions of dollars lowering grades, eliminating sharp curves,

ballasting roadbeds and putting in heavy rails, so that powerful locomotives, larger cars, and longer trains could be handled in one movement. If the object had not been achieved railway wages never could have been advanced to the point at which they already have arrived and traffic rates never could have been held down where they are today without the whole railroad system of the United States being made a financial wreck.

"Any child can see that if, after the principal railroads of the country have been reconstructed to haul the heavier tonnage in mass, you cut every freight train in half, the cost of operation must be increased stupendously, with two locomotives where one now does, with two engineers where one now does, with two conductors where one now does, with two cars where one now does, not to speak of the new equipment and the new terminal facilities that would be needed.

"This proposal is not essentially different from urging that the world go back from the steamships of today to the old barkas of centuries ago, from the railroads of this day to the stage coaches and ox carts of the past. It is like suggesting that the farmer himself drive his wagonload of produce in small lots day after day to the distant market of the city instead of loading it in bulk into freight cars and shipping it all at once by rail."