

**The Kings Mountain Herald**

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ESTABLISHED 1889

G. G. PAGE, Editor and Owner.

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Normal again. The Herald comes out this week in normal proportions. It has eight pages and carries its full quota of news, both local and general. We are just now emerging from the conditions brought on by the flood. When express communication was cut off from Charlotte it left the flood between us and our paper supply. Last week's paper was printed on paper brought across the Catawba river on the editor's shoulder. The week before we were able to publish through the courtesy of the Gastonia Gazette. But this week all is right again. We wish to thank our subscribers for their patience with us during the past few weeks.

To those who have been so keen for the story carried in the Herald we are glad to announce its re-appearance this week. It starts in right where it quit off before the storm and we hope you will be able to get the connection.

On page three of this issue we give the present military standing of the warring European countries for the beginning of the third year of the war. The summary shows that while Germany has lost heavily in men, respects she holds more territory in Europe than it did twelve months ago. It shows that the Allies have over fifteen million men in their armies while Germany and the central powers together have only a little over nine millions. By reading the review of the past year of the war you will find that while the Germans and other central powers together have three-fifths as many soldiers as the Allies they have lost in killed and wounded seven-ninths as many. Germany is on the losing side.

It begins to look like that we are facing a greater demoralization of business than that brought about by the flood or the war. The rupture in railroad transportation caused by the recent storm and flood has brought some of us to see how nearly wholly dependent we are upon the railroads. A greater rupture is pending. The employees on 225 of the biggest railroads in the United States are planning a nationwide strike. The vote is being taken and is leaning heavily in favor of the strike. The railroads have offered absolutely fair in the matter. They offer to refer the matter to Federal inquiry and let the Interstate Commerce Commission settle it. As we see it that is perfectly fair. If only we could realize what it will mean if this strike is called we would arouse ourselves. It will mean either of two things. First, traffic both freight and passenger will be tied up all over the country for an indefinite period which will mean starvation in the cities and untold inconvenience every where else. Second if the railroads grant the new schedule of hours and prices asked by employees it will add heavily to freight rates and the people will have to pay. The railroad people are already the best paid people we have. Why all this industrial disturbance. Let the Government settle it. It can handle the Mexican and European situations, why not the railroad proposition?

The Deutschland escaped safe as a rat in a hollow leg. We

can't help but admire Captain Koenig and his merry crew. We are glad that they did escape unharmed with their great submersible. That is one case where German ingenuity outwitted the allied powers. They merit admiration. While we expect to see the allies ultimately win in the great war we are reminded that they have some big heads to think against.

As The Herald sees the situation it believes every person who rides on a train or who pays freight or uses anything that has to be freighted, to discourage the impending strike of over 400,000 railroad employees. The railroads are offering perfectly fair in the matter. They want to refer the matter in controversy to the Interstate Commerce Commission for mediation. As we see it that is perfectly fair and that that is the proper way to settle the matter. If the strike is called it will mean the greatest tie up in railroad facilities the United States has ever seen and we'll all feel it. If the employees force the railroads to their proposition it will inevitably mean higher freight and passenger rates. The consumer will have to pay the increase. Discourage the strike and encourage arbitration.

In his speech here Tuesday night Mr. Charles E. Green laid all the blame for ten-cent sugar on the policies of the Democratic party but he never mentioned fourteen-cent cotton. Wonder who's to blame for that? If he was going to discuss sugar, why not cotton? When Mr. Newell was around two years ago begging the people to let him sit in Mr. Webb's chair up at Washington he blamed the Democrats for low cotton, but fourteen cent cotton finds no place in a speech for the chair. President Wilson's Mexican policy is a sweet morsel to the Republicans but we have yet to hear one offer a reasonable, say nothing about a practicable, substitute for his policy. Mr. Green said that if the people would send him to Congress he believed he could revive the moneysite industry in Western North Carolina but he didn't say how he would go about it. He simply said that he was waiting for the "application of Republican policies."

**GOVERNMENT ADVICE**

Experiment Station and the State department of Agriculture. The recent floods in Western North Carolina have destroyed many of the crops in both bottoms and uplands. It is in many cases of the highest importance that crops be put in, if possible, to provide feed for the work—and other—animals that may be on the farms.

It is probable that on most of the bottom lands it will be some weeks yet before they could possibly be plowed. For this reason, most farmers in this section of the State will have to depend largely upon their uplands for producing these emergency crops during this summer and the early fall.

Of crops for hay, probably German Millet and Sudan Grass are the ones that may generally be most relied upon. These, in order to get a cutting before frost must be put in at the earliest date possible.

**INCREASE IN THE BUSINESS OF THE RAILROAD**  
 (Continued from front page)

als and other income charges. The comparison with 1915 is made for the reason that in 1915 the effect of the business depression was reflected through the revenues of the Company.

Gross revenues, June 1916, \$5,078,154, an increase as compared with 1915 of \$934,564 or 19.70 per cent, and as compared with 1914 of \$315,724 or 8.52 per cent.

Operating expenses, taxes and uncollectable railway revenue, June 1916 \$4,011,809 an increase as compared with 1915 of \$407,744 or 11.31 per cent, and a decrease as compared with 1914 of \$447,359 or 10.03 percent.

In addition to the foregoing operating expenses, the Company spent in June 1916, for improvements to its roadway and structures \$713,383.33 as against \$529,781.85 during June 1915 and \$570,452.48 during June 1914.

Corresponding results for the twelve months periods are as follows:

Gross revenues this year \$60,997,075, an increase as compared with 1915 of 105 of \$7,798,166 or 12.54 per cent, and a decrease as compared with 1914 of \$853,322 or 1.06 per cent.

Operating expenses, taxes and uncollectible railway revenues this year \$48,993,070, an increase as compared with 1915 of \$191,215 or 0.40 per cent, and a decrease as compared with 1914 of \$5,446,369 or 10.00 per cent.

In addition to the foregoing operating expenses, the Company spent during the twelve months this year for improvements to its roadway and structures \$8,556,432.08, as against \$8,970,965.50 during the same period in 1915 and \$2,070,688.09 during the same period in 1914.

**PICNIC AT OLD TRYON COURT HOUSE SITE**

On Saturday, the 19th day of August, upon the site of "Old Tryon Court House," (which is on the Macadam road midway between Cherryville and Bessemer City), there will be a reunion of the descendants of Christian Mauney, one of the Pioneers from Pennsylvania, who migrated here before the Revolutionary War.

HON. A. NIXON of Lincolnton, N. C., will address the crowd on the history of Tryon, Tryon Court House, and the Tryon Declaration of Independence, which was declared in 1775, including other topics connected with the Mauney family.

HON. CLYDE R. HOEY of Shelby, N. C., and other speakers will address the people on interesting subjects and reminiscences of the past.

Everybody come (Friends and Kinfolks) and bring dinner and let us have the largest and most interesting gathering ever held in this section. A Biographical sketch of all the families, from the Great-Grand-Father down, is being prepared and will be read on that day. Trusting to meet all of my friends and kins-people on that day, I am

Very respectfully,  
 W. A. MAUNEY.

**GOVERNOR STUART HAS BEEN INVITED**

An invitation has been extended to Governor Stewart of Virginia to deliver the main address here on October Seventh. The invitation was extended through Governor Craig of North Carolina from the Kings Mountain Battle Memorial Association but as we go to press Governor Stewart has not been heard from. Governor Craig has promised to attend the celebration officially if Governor Stewart comes. No other invitations have so far been extended.

**GREAT LAYMEN'S CONVENTION IS ON AT LINWOOD COLLEGE**

The great Laymen's Convention of the Associate Reformed Presbyterian church is in full blast at Linwood College. Delegates began to pour in Saturday from every quarter of the domain of the denomination. The meetings began Sabbath with an address at nine-thirty by Dr. Blackwood. Services have been going on all the week and delegates keep coming. The program for the remainder of the week is as follows:

**THURSDAY**

- 8:30 a. m. Dr. Blackwood.
- 9:30 a. m. Dr. Carroll.
- 11 a. m. Conference Education; Leader: Rev. J. P. Knox.
- 7:00 p. m. Vesper Service—Dr. Carroll.
- 8:00 p. m. E. W. Pressly, M. D., and Dr. Joseph Kyle.

**FRIDAY**

- 8:30 a. m. Dr. Blackwood.
- 9:30 a. m. Dr. Carroll.
- 11 a. m. Conference Home Missions; Leader: Dr. Miller.
- 7:00 p. m. Vesper Service—Rev. Steven.
- 8:00 p. m. Rev. J. H. Pressly and Rev. Joseph Kyle.

**SATURDAY**

- 8:30 a. m. Dr. Blackwood
- 9:30 a. m. Rev. Steven.
- 11 a. m. Conference Laymen's Work; Leader: Mr. J. H. Ross.
- 7:00 p. m. Vesper Service—Dr. Joseph Kyle.
- 8:00 p. m. Rev. Steven and Dr. Joseph Kyle.

**SABBATH**

- 9:30 a. m. Rev. Steven.
- 11 a. m. Dr. Joseph Kyle.
- 3:00 p. m. Foreign Missions—Dr. Parkinson and Rev. Steven.
- 8:00 p. m. Dr. Joseph Kyle and Rev. Steven.



**Fifth Atlantic City Excursion Via Southern Railway**

Southern Railway will operate their fifth excursion of the season from North Carolina territory to Atlantic City, N. J., Thursday, August 17. All tickets good for fifteen days and will permit of stop-overs at Philadelphia, Baltimore and Washington on the return trip. Schedule and round trip fare from Charlotte shown below.

**L've Charlotte 7:45 p.m.; Fare \$13**

Low round trip fares from all intermediate points same basis.

Tickets good only on special train, but returning will be honored on all regular trains within limit, which is fifteen days. Passengers from branch line points use regular trains to nearest main line junction point with special train.

Special train will carry both day coaches and Pullman sleeping cars. Pullman reservations must be made in advance.

30 minutes stop in Washington for breakfast, arriving Atlantic City for noon meal.

Ample time for side trips to New York, Boston and many other points. Atlantic City at this time will be most attractive place for your vacation.

For Pullman reservations or other information see nearest agent Southern Railway, or write,

**R. H. DeBUTTS, D. P. A., Charlotte, N. C.**