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JANUARY 14-21 WEEK TO MOVE FREIGHT

McADOO APPEALS TO PEOPLE OF UNITED STATES FOR ITS OBSERVANCE.

WILL CLEAR UP CONGESTION

An Earnest and United Pull All Along the Line Will Achieve Wonders—Administration Subjected to First Attacks at Capitol.

Washington.—The administration bill to regulate government management of railroads was subjected to its first attacks at the capitol.

Resolutions were introduced in the Senate seeking to amend the section providing for indefinite continuance of government control by providing for automatic return to private control after the war. The basis of compensation, on the earnings of the three years ending last June 30 was criticized in a hearing by the Senate interstate commerce committee by Julius Kruttschnitt, chairman of the executive committee of the Southern Pacific, who suggested instead the two and a half year period between July 1, 1915, and December 31, 1917, arguing that earnings for 1915 were below normal.

The House interstate commerce committee will start hearings on the bill and will hear Interstate Commerce Commissioner Anderson explain the measure.

The railroad administration devoted itself to executive measures to clear up congestion on eastern railroads, and Mr. McAdoo appealed to the people of the United States to observe the week of January 14 to 21 as "freight moving week" through an organized movement to unload cars and turn them back from terminals. In anticipation of government assistance in railroad financing, roads were instructed to report immediately the amount of capital they need for the coming year.

Mr. McAdoo's statement on a concerted movement to clear congestion said:

"I wish to appeal to the people of the United States to observe the week beginning January 14 and ending January 21 as 'freight moving week,' and I earnestly request the governors of the various states, the public utilities commissioners, the mayors of national defense, the federal and state food and fuel administrators, the chambers of commerce and other business organization, business men and shippers generally, trucking companies and all railroad employees concerned, to organize locally and make a supreme effort during this week to unload freight cars, to remove freight from railroad stations and to clear the decks for the more efficient operation of the railroads of the country.

"An earnest and united pull all along the line, will achieve wonders in this direction. We can help ourselves and relieve a immense amount of suffering if we attack the problem vigorously and in the true spirit of co-operation."

SUPREME COURT HOLDS DRAFT ACT IS CONSTITUTIONAL

Authority of Congress to Declare War and Provide Armies is Power to Draft Men.

Washington.—Every contention raised against the selective draft act was swept aside by the supreme court in an unanimous opinion delivered by Chief Justice White, upholding the law as constitutional. Authority to enact the statute and to send forces to fight the enemy wherever he may be found, the court held, lies in the clauses of the constitution giving Congress the power to declare war and to raise and support armies.

"As the mind cannot conceive an army without the men to compose it," said the chief justice, "on the face of the constitution the objection that it does not give power to provide for such men would seem to be too frivolous for further notice."

The opinion then proceeded to take up and definitely dispose of each of the many questions raised by counsel for the convicted persons whose appeals brought the law before the court.

No action was taken by the court in the several pending cases involving charges of conspiracy to prevent the carrying out of the purposes of the law. It is understood that these cases, which include the appeal of Alexander Berkman, Emma Goldman, Louis Kruger and Morris Becker, convicted in New York, later may be made the subject of a separate opinion.

DEMURAGE RATES HIGHER AFTER 21ST

NEW CHANGES TO PROMOTE MORE PROMPT UNLOADING OF FREIGHT CARS.

AN IMPERATIVE NECESSITY

McAdoo Announces New Rates and Appeals to Shippers and Consignees to Co-Operate in Releasing Freight Cars Quickly.

Washington.—To promote more prompt unloading of freight cars, Director General McAdoo established new railroad demurrage rules for domestic traffic, effective January 21, continuing the present two days' free time but providing for increases ranging from 50 to 100 per cent in charges thereafter.

The director general appealed to shippers and consignees to co-operate in releasing cars to meet the national emergency and to make special efforts even before the higher demurrage charges go into effect to clear terminals as a contribution to the success of the war. The necessity for action was emphasized by a report from A. H. Smith, assistant director general in charge of operations east of the Mississippi river, that "accumulation is increasing at points east of Pittsburgh and Buffalo." Mr. Smith reported that the situation was due largely to cold weather, but that sickness among trainmen and engineers and scarcity of labor has necessitated extensive curtailment of train service.

New Demurrage Rates.

The new demurrage rates approved by the interstate commerce commission on request of the director general, are \$3 per car for the first day after the two free days \$4 for the second day, and \$1 additional for each succeeding day until the charge per day reaches \$10. This maximum then will be charged for every day, or fraction thereafter. Existing demurrage rates in most sections of the country are \$1 for the first day after the two days' free time, \$2 for the second day, \$3 for the third day, \$5 for the fourth day, and for each day thereafter. Even these rates are several times higher than those which prevailed a year ago, and which were raised last spring when congestion on eastern railroads became acute. Much higher rates are charged on the Pacific coast and in several other districts.

PEACE NEGOTIATIONS WITH RUSSIANS IS SUSPENDED

Germans Would Not Transfer Parleys to Neutral Soil.

The peace negotiations between the central powers and the bolshevik government in Russia have been "temporarily suspended" by the Germans.

From the meager advices received, it appears the rock upon which a continuation of the parleys split was the demand of the Russians that the conference be resumed at Stockholm instead of at Brest-Litovsk. Dissatisfied with the proposals for peace made by the Teutonic allies before the recess of the Brest-Litovsk conference, Leon Trotsky, the bolshevik foreign minister, had been insisting on the deliberations being held on neutral soil instead of at the German eastern headquarters. The Germans, however, had been equally firm in their determination not to treat with the Russians at any other place than Brest-Litovsk.

German advices Saturday were to the effect that the bolshevik delegates, on finding that the representatives of the Teutonic allies were at Brest-Litovsk awaiting them, had started for this town, but nothing has come through to show that these had any foundation in fact. The decision of the Germans to discontinue the sitings was arrived at during a crown council held in Berlin Saturday which was attended by Field Marshal von Hindenburg and General von Ludendorff, first quartermaster general.

FOOD SITUATION OF ALLIES IS VERY GRAVE

Washington.—The food situation in the allied countries of Europe is graver than it has been at any time since the beginning of the war and is giving American government officials deep concern. Official reports picture extreme food shortages in England, France and Italy.

The fact that conditions in Germany are far worse offers the only ground for optimism in view of the situation.

STATEMENT BY SEC. HOUSTON ON FEDERAL PURCHASE OF NITRATE FOR FARMERS

(Special to The Herald)

Washington, D. C., December 29.—David F. Houston, Secretary of Agriculture, today made the following statement regarding the purchase of 100,000 tons of Chilean nitrate for fertilizer use by farmers under the provision in the Food Control Act which authorizes the President to procure nitrate of soda for this purpose and to supply it to farmers for cash at cost.

"I have been giving a good deal of thought and attention to the nitrate question. I have been in daily touch with the War Industries Board, which was to purchase and deliver the material at the seaboard, and also with the Shipping Board. Arrangements were completed several weeks ago, through the War Industries Board under the immediate supervision of Mr. Baruch, to purchase approximately 100,000 tons of nitrate of soda in Chile in accordance with the authorization for such purpose in the Food Control Act. Because of disturbed shipping conditions it has been impossible until recently definitely to secure facilities for transporting the nitrate in whole or in part. Within the last few days preparations have been completed for the delivery at the seaboard during January of 75,000 tons, and every reasonable assurance has been given that supplies, up to the 100,000 tons, for the ensuing months will be delivered. Every possible effort will be made to make certain these deliveries, but it should be understood that, on account of existing situations, circumstances over which there is no control might intervene.

"I cannot state today exactly what the price will be but it will be approximately \$75 on board cars at the seaboard. Farmers will have to pay freight charges to their local stations, the State fertilizer tag fee, which varies in different States, but will probably not average more than 25 cents a ton, and any other local charges.

"The nitrate secured under the appropriation will be sold only to farmers for their own use during the coming season, and generally not in excess of the amounts used by them heretofore. The Department is now arranging machinery for the distribution of the material and will give full publicity concerning the details of the matter.

OLD NORTH STATE NEWS

Brief Notes Covering Happenings in This State That Are of Interest to All the People.

The minimum wholesale quantity of cottonseed meal which must be sold by the crusher at \$49.50 per ton was reduced from 30 tons to 10 tons by a ruling issued by State Food Administrator Henry A. Page.

The operating pavilion and laboratory at the base hospital at Camp Greene were totally destroyed by fire, installing a loss of between \$75,000 and \$100,000, according to Major W. L. Sheep, in command of the hospital. A defective flue caused the fire.

Preparations are being made to enlarge Camp Greene at Charlotte to accommodate another brigade of about 7,000 men, at a cost of \$200,000. Additional cantonment buildings are to be constructed at once by the constructing quartermaster's department.

The adjutant general's department of the North Carolina national guard is advised by the war department that the staff, retired, and reserve officers of the North Carolina national guard who have not heretofore been drawn into the service of the federal army will have opportunity to enter one or another of the six training camps about January 15, for special training that will give them opportunity for commissions up to major and active service thereafter.

The increased collection in the office of Internal Revenue Collector J. W. Bailey for the first six months of the fiscal year, amounts to \$1,751,360.95. The collections for December, 1917, amounted to \$830,169.17 over the same month in 1916. The department is just beginning to receive the war tax and expects the collections for the next half fiscal year to exceed ten million.

Mr. B. R. Lacy, State treasurer, has been appointed by Acting Grand Master Norris of the Grand Lodge of North Carolina—Masons to fill the unexpired term of the late grand treasurer, Leo D. Heatt. The Grand Lodge meets here on January 15 and the election to fill that vacancy will be held on. Mr. W. J. Carter was yesterday appointed superintendent of the Masonic Temple, by the temple committee, to succeed the late W. T. Lee.

Mr. W. S. Wilson, legislative reference librarian, has been appointed by the trustees of the State library, acting librarian, with a salary, to serve until the next session of the general assembly, when an effort will be made to co-ordinate all the library facilities of the State under one head. The action of the trustees followed the resignation of Mr. Alex J. Field as State librarian to take up a position to which he has been appointed in Washington, D. C.

"Make New Year resolutions and take inventories too, but don't forget your most valuable asset—you, health," advises the State Board of Health. "Whatever else a man has or does, his first consideration is his health. Only a few years ago, good health was considered good luck, and bad health, bad luck, but now a person's health is known to be just what he makes it from his manner of living. Health is no longer considered a matter of chance or a condition beyond one's control, but on the other hand, it is largely a personal matter and depends on intelligent care and treatment.

With a crowd of visitors estimated at between 700 and 1,000 souls, with a complete exhibit of dairy products, meat and show cattle, the sixth annual meeting of the North Carolina Live-Stock, Dairy and Poultry Associations opened at Wilson with an address of welcome from Mr. R. W. Freeman, district agent of the Agricultural Extension Service. The weather was very cold, with snow lying around in all protected places, but despite this fact Mr. Dan T. Gray, chief of the Animal Industry Division, goes on record as feeling unusually good about the success of this meeting because of the large first day's attendance.

Judge Albert L. Coble died at his home on Walnut street of heart trouble. He had an attack of heart disease some time ago, but had seemingly recovered. He appeared to be in usual health the day before, having attended a directors' meeting, and attended to his regular business.

Gertrude Widenhouse, eight years old, is dead, and her brother, Richard Widenhouse, 22, may die as the result of the mashing of a motor deliver truck by the section of No. 37, the fastest train on the Southern system, about three miles north of Concord.

Commissioner of Public Safety D. Hiden Ramsey has set a precedent in North Carolina by appointing a special officer to investigate pro-German talk or display utterances in this city.

Thomas H. Sutton, president of the Fayetteville chamber of commerce, is in Washington to confer with a committee of ordnance in relation to the proposed ordnance training camp, for which Fayetteville has recently asked to put in a bid.

Insurance Commissioner Young gives hearty approval to the plan recently advanced by some newspapers of having cities or counties own and train bloodhounds for running down criminals.

"Every report of a conflagration occurring at this time," says Insurance Commissioner Young, "verifies the necessity of my recent warnings, see, to the manufacturers of North Carolina, urging the importance of adequate watchmen at every plant and place of business in the State."

WILSON ASKS FOR NEW LEGISLATION

WANTS TO REGULATE THE GOVERNMENT OPERATION OF RAILROADS IN U. S.

IS APPROVED BY CONGRESS

Asks That Carrier Be Guaranteed Compensation on Basis of Average Operating Income for the Last Three Years.

Washington.—Legislation to regulate the government operation of railroads and to guarantee the carriers compensation on the basis of their average operating income for the last three years was asked of Congress by President Wilson in an address to both houses in joint session. Bills embodying his recommendations and carrying an appropriation of a half billion dollars as a "revolving fund" were introduced immediately and an attempt will be made to rush them to prompt passage.

While the president's address met with general approval among democrats and republicans alike, opposition is expected to develop to a provision in the administration bill that federal control shall continue after the war indefinitely or until congress orders otherwise and other details of the compensation basis.

The plan will affect immediately only the wage requests of the Brotherhoods but demands which may be made later by other classes of organized labor probably will be handled in the same way. Mr. McAdoo reserves the right to make whatever decision he chooses without regard to recommendations of the advisers.

Some increases, both to the Brotherhoods and to other railway labor, are generally considered certain. The director general in a statement promised every employee "that his rights and interests will be justly dealt with," and appealed for a hearty spirit of enthusiasm and co-operation from every one.

Efforts to speed the movement of coal and other freight continued along with the legislative and labor phases of the railway movement and special orders were issued providing that 500 additional cars shall be furnished daily to a certain specified bituminous and anthracite mines, mainly in Pennsylvania, for supplying New England.

These problems forced Mr. McAdoo to postpone action on eastern passenger traffic officials' recommendations for curtailment of passenger schedules but he is expected to issue orders then for abandonment of a number of trains and elimination of car and sleeping cars to a great extent.

Mr. McAdoo explained today that although no general provisions can be made under the law for exempting railroad employees from the draft, he will not hesitate to appeal to local exemption boards to defer the calling of these workers if the boards of their own volition do not display a tendency to regard the railroads as an essential industry from which employees should not be taken for military service.

When the president concluded, the administration bill was introduced in the senate by Senator Smith of South Carolina, ranking Democratic member of the interstate commerce committee. In addition to appropriating \$500,000,000 and providing for the compensation basis under which the government guarantees an average return of some \$900,000,000 a year, the measure sets forth in detail the conditions upon which government operation is to be carried on.

Under the last provision the president is expected to issue an order transferring to Director General McAdoo all functions vested in the chief executive. This will enable the director general to organize a corporation for handling railroad securities in accordance with a plan now under consideration.

Railroad officials are expected to urge a number of modifications of the accounting method prescribed by the bill for reaching the standard return basis but officials expect the scheme is outlined in the bill probably will be followed in the main. Some discussion is looked for over the bill's provision that new federal taxes under the war revenue act are not to be charged against the revenue in computing the standard return as ordinary taxes. The effect of this will be to require railroads to pay taxes out of their governments' compensation.

TO RUSH AMERICAN TROOPS TO FRANCE

ENTIRE UNITY IS TO BE THE WATCHWORD OF NATION AND ALLIES.

QUICK WORK IS MOST VITAL

Agreement Reached in Paris War Conference—Allies to Make Available Necessary Transports.

Entire unity henceforth is to be the watchword of the United States and allies in the prosecution of the war.

American troops are to be rushed to the fighting fronts in large numbers as quickly as possible, and there is to be perfect co-ordination in naval, military, financial, food, war industries and diplomatic matters.

The agreement between the allies for unified action was reached at the recent inter-allied conference in Paris, which was attended by an American mission headed by Col. E. M. House and arrangements already have been made for the United States to carry on its part of the compact.

In order that American troops may be dispatched in a constant stream to Europe, the allied nations are so to arrange their merchant shipping that the necessary transports will be available for the huge task. That quick work in getting the American army to the front is most vital is indicated by a statement of Major General Maurice chief director of military operations at the British war office. General Maurice says it is probable that with their heavy reinforcements, drawn from the eastern to the western front, the Germans shortly will make a strong offensive against the British and French armies and that the enemy may be expected to make some gains.

ALLIES TO SUPPLY LACK OF ARMS AND EQUIPMENT

Washington.—An engagement by the United States to send a great army against the Germans in time to offset the defection of Russia was disclosed through the publication by Secretary Lansing of a review of the work of the American mission which recently participated in the inter-allied war conference at Paris.

American fighting men are to cross the Atlantic as rapidly as they can be mustered and trained. France and Great Britain on their part undertake not only to join in providing ships to carry them but to see that any deficiencies in arms and equipment are made up on the other side.

SEPARATE PEACE WITH GERMANY NOT PROBABLE

Petrograd.—(By the Associated Press.)—The prospect of a separate peace between Russia and the central powers being effected seem remote, because of what are regarded as Germany's unreasonable demands. Leon Trotsky, the bolshevik foreign minister, and his associates take the stand that the Baltic provinces are in reality under military pressure while they continue to be occupied by Germany, and that their votes with respect to peace must be ignored, as now these provinces are virtually German dependencies, the loyal Russians having fled. The Russian delegation upon its return from Brest-Litovsk laid before the council of commissioners at Petrograd Germany's demands, which caused amazement and the declaration that the council was not favorable to acceptance.

SWISS TROOPS FIRE UPON GERMAN STEAMER

Geneva, Switzerland.—Swiss troops on the shores of Lake Constance fired upon the newly launched German lake steamer Kaiser Wilhelm which entered Swiss territorial waters. The vessel was pierced in many places by rifle fire and withdrew rapidly. No lives were lost. The incident is regarded as marking Switzerland's determination to protect her neutrality.

TRAIN ATTACKED BY INDIANS AND MANY ARE KILLED

Tucson, Ariz.—A train on the Southern Pacific railroad was attacked 22 miles south of Empulme, Sonora, Ariz. from 20 to 30 passengers were killed according to advices received here. The conductor an express messenger were among those killed. Some of the passengers were from Tucson but their names have not been learned. The attack was by Yaqui Indians. The train was the continuation of the one which left Nogales several days ago.