

Kings Mountain Herald

A Clean Local Newspaper For All The Family

VOL. 15. NO. 43.

KINGS MOUNTAIN, N. C., THURSDAY, JANUARY 25, 1918

\$1.50 A YEAR IN ADVANCE

HALF THE NATION OBSERVES HOLIDAY

ALL RETAILERS EXCEPT DRUG AND FOOD STORES TO CLOSE.

MOVING EMPTY COAL CARS

To Continue For Ten Mondays.—Garfield Requests That Office Buildings Be Not Heated.—Conditions Better.

The eastern half of the United States observed Monday generally as a holiday, the first of 10 heatless Mondays decreed by the government to conserve coal and to clear congestion from the railroads.

Although the closing order, promulgated by Fuel Administrator Garfield, goes no further than to forbid the use of fuel for heating, fuel administration officials expect business to cease and Director Garfield issued a direct request that all retail establishments, except food and drug stores, close their doors for the day.

At the same time office buildings were requested to observe the spirit as well as the letter of the order and operate no lights or elevators except to accommodate the few exempted persons who are housed in their buildings.

Food stores, which in the original order were permitted to remain open only half the day, were granted a special dispensation under which they may sell goods throughout the day.

It was said that the use of fuel for lighting buildings and for operating their elevators probably could be prevented during the remainder of the Monday holidays. In drawing the order this was overlooked and thousands of telegrams have reached the fuel administration asking for a ruling.

While reports to the fuel administration told of an increased movement of coal to householders and to ships under the three days operation of the five-day factory closing order, severe weather held back the clearing of freight congestion, which was one of the chief purposes sought. At the office of the director general of railroads it was said that there was little hope for material improvement in traffic conditions until the weather moderated.

Moving Empty Coal Cars.

Efforts were centralized on the movement of empty coal cars back to the mines, and to the transportation of bunker coal to the Atlantic seaboard. A total of 150,000 tons of bunker coal had arrived or was en route for North Atlantic ports while 100,000 tons had been delivered on the southern seaboard and 200,000 tons more was on its way. At one southern port 30,000 tons was delivered to ships that have been tied up for more than a week.

CONSTITUENT ASSEMBLY HAS BEEN DISSOLVED

Closed By Sailor Guards—Report Japs Have Landed.

Petrograd.—(By Associated Press)—The constituent assembly has been dissolved. The decree of dissolution was issued last night by the council of national commissioners and adopted early this morning by the central executive committee of the workmen's and soldiers' deputies.

The text reads: "When the constituent assembly voted against the declaration made by the president of the central executive committee after an hour's deliberation, the bolshevik left the hall and were followed by the social revolutionists of the left on the assembly showing its unwillingness to approve the manner in which the peace purporters were being conducted. A decree dissolving the assembly will be published."

The first hint the newspaper men received that extreme measures were contemplated was when they were informed that the Tauride palace, where the assembly began its sessions, would be closed to the members of the assembly, to the newspaper men and to everyone else.

STRIKERS IN AUSTRIA OPENLY ANTI-GERMAN.

London.—A general strike is on throughout Austria, according to an Exchange Telegraph dispatch from Paris, which reports 100,000 men quitting work in Vienna and Neustadt, closing down all the war factories. The strikers are described as openly anti-German and the movement is both political and economic and especially aimed at securing peace.

Public demonstrations, it is added, have been held in many places.

SOUTHERN PLANTS ALL CLOSED DOWN

BUSINESS MEN OF SOUTH OBSERVE FUEL ORDER FOR FIVE DAYS.

NO VIOLATIONS REPORTED

Cotton Interests Are Hardest Hit With Tobacco Following—Industrial Center at Birmingham Only Slightly Affected.

Atlanta, Ga.—Hundreds of industrial plants in the south were closed for a five-day period under the fuel restriction order and thousands of operations were idle. No reports of violations of the order had been received and surface indications were that both manufacturers and workers viewed the situation philosophically.

The South Carolina house of representatives, in session at Columbia, voted down by an overwhelming majority a resolution asking Fuel Administrator Garfield to rescind the order and the Atlanta chamber of commerce adopted a resolution approving it. At Roanoke, business men in mass meeting voted to observe the order, while the Norfolk (Virginia) Retail Merchants' Association asked merchants to close all stores on Mondays during the ten-week period.

The tobacco interests probably was the largest outside of cotton to be affected by the order. Cigar factories in Florida, Virginia and other states were closed as were tobacco and cigarette plants in Virginia, North Carolina and other sections.

The industrial center at Birmingham was only slightly affected, as most of the steel plants there are engaged on government work and at the coal mines extra efforts were made to get out coal. Shipyards, including the navy yards at Norfolk, Charleston and New Orleans and the Newport News plant, were in full operation.

Richmond apparently had the greatest army of idle workers of any city in the south, thirty thousand having been reported out of work there. Norfolk and vicinity reported from 10,000 to 12,000 New Orleans some 15,000; Macon, Ga., 7,000; Memphis from 5,000 to 7,000; Chattanooga from 15,000 to 20,000; Charleston, S. C., about 2,500, and Knoxville, about 3,500.

In the Roanoke district where about 2,000 workers were idle, the Norfolk & Western railway offered to employ hundreds of persons in repair and other work on its lines and in its shops during the days of inactivity, including Mondays.

RAILROAD WAGE COMMISSION WANTED BY DIRECTOR McADOO.

Washington.—Director General McAdoo announced appointment of a railroad wage commission of four public men to analyze and recommend action on all wage and labor questions pending before the government railroad administration, including the railway brotherhoods' demands.

At the same time the director general put into effect a new system of government railroad administration by dividing the country into three operating regions, south, east and west, and placed a railroad executive at the head of each as his representative.

The wage commission consists of Secretary Lane, Interstate Commerce Commissioner C. C. McChord, Judge J. Harry Covington, chief justice of the District of Columbia supreme court, and William R. Willcox, who announced his resignation as chairman of the republican national committee.

In charge of the eastern railroads, Mr. McAdoo retained A. H. Smith, president of the New York Central, who has acted as assistant to the director general, with headquarters in New York. R. H. Ashton, president of the Chicago & Northwestern, was appointed regional director for territory west of the Mississippi with headquarters at Chicago. Southwestern roads were assigned to C. H. Markham, president of the Illinois Central, with headquarters at Atlanta.

The eastern division consists of territory north of the Ohio and Potomac rivers, "and east of Lake Michigan and the Indiana-Illinois state line also those railroads in Illinois extending into that state from points east of the Indiana-Illinois state line; also the Chesapeake & Ohio, the Norfolk & Western and the Virginia railways."

The southern district is defined as including "all railroads in that portion of the United States south of the Ohio and Potomac rivers and east of the Mississippi river, except the Chesapeake & Ohio, Norfolk & Western and the Virginian railways.

Prof. Berryhill Gets Tags For Tag Day

PRACTICAL HINTS FOR SAVING FUEL—SCHOOL CHILDREN WILL TAG FIRE SHOVELS JANUARY 30TH.

Prof. J. E. Berryhill, superintendent of the Kings Mountain schools, has received from State Fuel Administrator A. W. McAllister at Greensboro, a supply of tags for use by the school children on "Tag-Your-Shovel Day."

On that day, school children will tie tags bearing instructions for coal saving to practically every coal shovel in the United States, the purpose of this being to remind each man, woman and child who uses a coal shovel that a shovel full of coal is equal to half a loaf of bread, and that every shovel full of coal saved means just so much additional power and health and support for the American soldier and sailor on the firing line.

The tags bear these hints on saving coal:

1. Cover furnaces and pipes with asbestos, or other insulation; also weather strip your windows, or stuff cracks with cotton.
2. Keep your rooms at 68 degrees (best heat for health).
3. Test your ashes by sifting. If you find much good coal, there is something wrong with your heater. See a furnace expert.
4. Heat only the rooms you use all the time.
5. Write to the maker of your furnace or stove for practical directions for running economically.
6. Save gas and electric light as much as possible—this will save coal for the nation.

DREW ARROWOOD DEAD.

Mr. Drew L. Arrowood, a very old and highly respected citizen of the Long Creek section, died Wednesday last week. The funeral was conducted by his pastor, Rev. J. E. Berryhill, Thursday and interment was made in Long Creek cemetery. Mr. Arrowood had suffered for a long time

with tuberculosis to which he finally succumbed. He was a faithful member of Long Creek Presbyterian church in which he held the office of elder. Mr. Arrowood was never married, making his home with his brother, Calvin Arrowood, who survives.

JENKINS CHILD PASSES.

The 14 months old child of Mr. Howard Jenkins, mention of which was made in the Herald recently as being very sick, died and was buried last Wednesday. The funeral was conducted by Rev. J. E. Berryhill. The child had been an intense sufferer for several days. Physicians at one time were about to pronounce the trouble infantile paralysis but finally decided it was spinal meningitis.

MARRIED.

Roy Haynes and Miss Gertie Goins, of East Kings Mountain, were married Sunday, January 13th.

Julius Whaley, a Lenoir county farmer, is exhibiting the talon of an eagle shot at his place near Kinston one day last week. The bird had killed and was devouring a two-month-old pig when Whaley knocked it over with a well-directed shot. The eagle measured seven feet across the wings.

Rosebud French, about four years old, may die from burns sustained when her clothing was ignited from a fire by which she was warming at the residence of L. T. Moreadith at Kinston.

LAND SALE.

By virtue of authority vested in me by the heirs-at-law of A. F. Weir, deceased, I will, on

Thursday, the 7th day of February, 1918, at 10 o'clock, a. m., on the premises south of Kings Mountain, N. C., to sell to the highest bidder, on the following terms: One-fourth Cash and balance in six and twelve months, Lots No. 10 of 4.1 acres and Lot No. 11 of 18.1 acres. This will close the sale and it will not stand open. This January 17th, 1918.

S. S. WEIR, Attorney in Fact for the Heirs of A. F. Weir, Deceased. 2734-3t

KINGS MOUNTAIN BUILDING AND LOAN ASSOCIATION

STATEMENT OF THE CONDITION OF THE KINGS MOUNTAIN BUILDING AND LOAN ASSOCIATION AT CLOSE OF BUSINESS DECEMBER 31, 1917.

Resources.	
Loans and Mortgages	\$51,627.25
Installments due	2,868.50
Interest due	601.89
Safe	199.00
Unearned Discount on advance payments	1,100.00
Personal accounts	17.50
Cash in bank	1,104.24
Total	\$57,516.38

Liabilities.	
DUE SHAREHOLDERS:	
Installments	\$45,097.50
Arrears	2,868.50
Prepaid	4,000.00
Profits to date	5,534.38
Total	\$57,498.38

Balance on Loans made 18.00

TOTAL \$57,516.38

Directors:— A. E. Cline, W. H. McGinnis, J. F. Allison, W. P. Fulton, M. L. Harmon, D. F. Hord, D. C. Mauney, J. E. Lipford, I. B. Goforth, L. A. Kiser, R. L. Mauney, M. E. Herndon

Officers:— A. E. CLINE, President, W. P. FULTON, Vice-President, W. H. MCGINNIS, Secretary-Treasurer

EIGHTEENTH SERIES OPENS.

Books are now open for subscription for shares in the 18th series, payments to commence with the first Saturday in February. Get your application in early and if you desire a loan file your application for same at the time you take shares. We will have \$5,000.00 to \$10,000.00 to lend to those who desire to build within the next 90 days.

For the consideration of those who are not familiar with our association I give below our plan.

PLAN. 25 cents paid weekly on each share of stock carried or if you borrow, the interest in addition. Two shares will cost you 50 cents a week and so on. This stock matures in about six years and five months, when each share is worth \$100.00, and the Association then pays off the matured stock. This makes you six per cent interest on your small weekly payments. There is no other institution that will take these small weekly payments and pay so high a rate of interest. In this association you get all your money earns.

PREPAID STOCK. We now issue prepaid stock. This is for the benefit of those who have a lump sum they desire to invest. \$72.75 pays for one share. This stock will be worth at maturity \$100.00 for each share. This also makes the owner six per cent and is free from all taxes to the owner. For an investment there is nothing that will beat prepaid building and loan shares.

You desire to see Kings Mountain grow. Put your money in this Association and help it to grow. We began business in 1907. Since that time we have loaned several hundred thousand dollars and without the loss of one cent to the association. We know then that it is absolutely safe.

REMEMBER THE DATE THE NEW SERIES OPENS—FIRST SATURDAY IN FEBRUARY.

KINGS MOUNTAIN BUILDING AND LOAN ASSOCIATION.

MAY MAKE CHANGES IN WAR MACHINERY

MAY CREATE WAR COUNCIL SIMILAR TO THOSE OF ENGLAND AND FRANCE

TWO BILLS BEFORE CONGRESS

One Proposes War Council of Five Members and the Other Would Centralize Munitions Control in a Director of Munitions.

Washington.—Framing of legislation contemplating drastic changes in the government's war machinery, including creation of an American war council similar to those of England and France and a director of munitions, was begun by the senate military committee.

Two bills—one proposing the war council of five members, including the secretaries of war and navy and three civilians appointed by the President, and a second to centralize munitions control in a director of munitions, were prepared by a sub-committee consisting of Chairman Chamberlain and Senators Hitchcock and Wadsworth.

Chairman Chamberlain announced that the committee virtually had agreed upon the two bills, in lieu of his measure for a separate department of munitions with a new cabinet member. The attitude of the administration toward them has not been disclosed. President Wilson and Secretary Baker opposed the original Chamberlain bill.

Independent of Cabinet. The plan of the committee for the war council is to have it under the President, but wholly independent of the cabinet. "It would sit with and advise the President in forming broad policies, similar to the British war cabinet and the French war ministry," said Chairman Chamberlain. "It would give coordination now lacking in central direction of all government's war operations."

The bill to establish a director of munitions is modeled after the British law. The committee proposes that the director should be subordinate only to the war council and the President and not the cabinet, taking over many supply functions of the war, navy, shipbuilding and other branches. The director would have control of all war supplies, their production, purchase, transportation and distribution.

The title of "director of munitions," was definitely decided upon by the committee and written into the re-drafted bill by the sub-committee, which rejected proposals to call the head of the new agency the "director of war industries."

The committee received from Director Gifford of the council of national defense suggestions for centralizing munitions and war industrial control.

ADMINISTRATOR GARFIELD TELLS COMMITTEE WHY.

Imperative Because of Fuel and Transportation Crisis.

Washington.—Fuel Administrator Garfield underwent a two hours grilling at the hands of the senate committee investigating the coal shortage, which called him before it to explain his reason for issuing the order shutting down industries by denying them the use of coal.

At the termination of the hearing the committee decided to make no formal report, but Chairman Reed made a speech in the senate declaring that Director Garfield had not satisfied him of the necessity for such drastic action. The line of questions asked by other members of the committee indicated that they, too, took the same view.

Director Garfield declared the order was made imperative because of the fuel and transportation crisis. If coal were not cut off to all industries for a period many of them, he said, would be forced to close anyhow and the government in closing down everything intended to treat all alike.

BATTLE FLAG ZEPPELIN BROUGHT TO WASHINGTON.

Washington.—The battle flag of the Zeppelin L-49, brought down near Bourdeaux, France, October 17, 1917, has been received at the headquarters of the marine corps and sent to the national museum. The flag, deep red, bears no distinguishing insignia of any kind. Accompanying it were small portions of the outer envelope and of the gas bag of the Zeppelin. The flag was given to Major General Barnett.

DESPERATE REMEDY TO CONSERVE FUEL

ALL MANUFACTURING PLANTS ARE ORDERED TO CLOSE DOWN FOR FIVE DAYS

TO CLOSE FOR TEN MONDAYS

Industry and Business Generally Affected by Order Which is Estimated by Garfield to Save 30,000,000 Tons of Coal.

Washington.—America's manufacturing enterprises with but few exceptions in all states east of the Mississippi river was ordered by the government to suspend operations for five days beginning Friday morning, January 18, as a drastic measure for relieving the fuel famine.

At the same time, as a further means of relief, it was directed that industry and business generally, including all normal activities that require heated buildings, observe as a holiday every Monday for the next ten weeks. This will close down on Mondays not only factories, but saloons, stores except for sale of drugs and food, places of amusement and nearly all office buildings. While the order does not mention shipyards, it is known that they will be permitted to continue operation as usual, although munitions plants will be closed.

The government's move came entirely without warning in an order issued by Fuel Administrator Garfield with the approval of President Wilson prescribing stringent restrictions governing the distribution and use of coal. It was decided upon hurriedly by the President and government heads as a desperate remedy for the fuel crisis and the transportation tangle in the eastern states. Even munition plants are not excepted from the closing down order.

Officials would not discuss the far-reaching effects the action would have on the industrial fabric and questions as to how the order was to be interpreted to meet specific problems went unanswered.

The order prescribes a preferential list of consumers in whose interest it was drawn. These users will get coal in the following order:

Railroads; household consumers; hospitals; charitable institutions, and army and navy cantonments.

Public utilities, telephone and telegraph plants.

Strictly government enterprises, excepting factories and plants working on government contracts.

Public buildings and necessary government, state and municipal requirements.

Factories producing perishable foods and foods for immediate consumption.

Save 30,000,000 Tons.

It was estimated the enforcement of the order would save a total of 30,000,000 tons of bituminous coal, which probably is about half the present shortage. The indications were that at the end of the ten weeks of Monday's holidays a temporary policy of restricted consumption would have been determined on.

The critical coal situation is blamed on the unusually severe weather which has made it impossible in many instances to move coal at all and which has cut off the fuel supplies of whole cities.

Rules on Holidays.

On the Monday holidays besides manufacturing plants the following consumers will be forbidden to use coal: Business and professional offices (except to prevent freezing) except those used for government offices or banks and trust companies and those housing physicians and dentists; wholesale and retail stores with exceptions for drug stores and those that sell food; all amusement places and saloons. State fuel administrators may close the bank and trust company buildings if they think necessary.

On the holidays, subways, surface, elevated and suburban cars will be permitted to use only the amount of coal they normally consume on Saturdays.

The order was issued under authority conferred in the Lever food act, which provides a fine of \$5,000 or imprisonment for violation.

Officials foresaw that the German government might distort and make much of the order to improve the morale of the German people, but they said this danger was negligible when compared with that of permitting the fuel situation to continue unimproved.

To prevent industrial unrest it was said the government might make a formal request on industries affected by the order to pay their employees during the time they are idle.