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\$1.50 A YEAR IN ADVANCE

GERMANS AMBUSH TEN AMERICANS

FIVE BELIEVED TO HAVE BEEN
KILLED WHILE FOUR OTH-
ERS ARE MISSING.

BARRAGE FIRE RETURNED

Patrolling Soldiers Were Fired Upon
From Concealed Positions by Large
Numbers of Enemy—Put Up Good
Fight.

Five American soldiers are believed to have been killed, four are missing and one was wounded, when an American patrol was ambushed in No-Mans Land by a superior force of Germans.

The spot where the encounter occurred is an isolated one and reports concerning the casualties inflicted by both sides are meager.

Only one American is known to have escaped the trap of the Germans, which was laid in front of our wire. The one survivor, who crawled back to the American lines with a bullet in his chest, is unable to talk.

Our artillery immediately laid a barrage around the ambushing Germans and some are believed to have been accounted for. The infantry accounted for others, as it is certain the attacked patrol fought to a finish, according to information trickling in from the front line.

Our patrolling soldiers were walking in front of our wire entanglements when a big enemy patrol that had been divided into parties which took up concealed positions opened fire at close range. The night was clear and the forms of the Americans made the best possible targets for the hidden Germans. There is no doubt that the Americans battled gallantly until completely overpowered.

The artillery duel in our sector continued. Scores of airplanes were out observing and making photographs. The men in the line were thrilled by a number of air duels high in the sky over their heads.

Artilleryman Killed.
One American artilleryman was killed and five artillerymen were wounded by shell-fire.

The Americans sprinkled the enemy trenches with shrapnel all during the day. There was considerable patrol activity, but no further clashes were reported.

RED CROSS GAINS MANY NEW MEMBERS

Red Cross Adds Approximately 17,500,
000 in the Recent Big Drive.

Washington, D. C.—Figures now available on the Red Cross Christmas membership drive show a total enrollment of 23,475,000, or 22 per cent of the population of the United States.

Of this total the Red Cross had about 6,000,000 members before the Christmas drive started, so that the gain from the drive was approximately 17,500,000 new members.—The central division of which Chicago is the headquarters, leads the other twelve divisions of the country in the number of new members enrolled Christmas week.

By divisions, the gains were as follows: Atlantic, 28,000,000; Central, 3,000,000; Gulf, 384,000; Lake, 2,300,000; Mountain, 276,000; New England, 670,000; Northern, 685,000; Northwestern, 693,000; Pacific, 327,000; Pennsylvania, 1,600,000; Potomac, 250,000; Southern, 37,000; Southwestern, 3,250,000.

From the fourteenth division comprising all of the territorial insular and foreign possessions of the United States the new members added numbered 48,000.

Unprecedented unfavorable weather prevailed during the drive so that the showing is considered exceptionally good. Final figures are not expected to change the foregoing estimates to any considerable extent.

One of the chief benefits anticipated from the enlarged membership is the addition of thousands of active workers to Red Cross chapters where supplies are being prepared for our army and navy and the military forces and civilian population of the allies.

GERMANY'S OFFENSIVE MAY BE APPROACHING

Washington.—Development of Germany's long deferred offensive in the west from the reconnoitering thrusts launched during the past week around Cambrai and at other points is suggested as a possibility in the weekly military review issued by the war department. So far, however, in spite of heavy fighting the department says no actions of more than local character have been recorded.

JOHN McCLAIN



Private John McClain of Dayton, O., a member of the American expeditionary force in France, wearing the French Croix de Guerre with the palm awarded him by the French government for saving 50 persons when an enemy aviator dropped a bomb in the village in which he was billeted. McClain quickly picked up the bomb and running to a nearby river threw it far out from shore.

250 MEN PROBABLY LOST

FIRST GREAT DISASTER OF THE
WAR TO AMERICA'S ARMED
FORCES REPORTED.

Cunard Liner Tuscania, Carrying
Small Detachments From All Over
the Country Is Torpedoed Off Irish
Coast—Was 14,000 Ton Liner.

Washington.—The Cunard liner Tuscania, carrying 2,179 American soldiers, has been torpedoed and sunk off the Irish coast. 1,912 of the officers and men aboard the transport were reported accounted for, in a dispatch to the state department from the American embassy in London, leaving 267 missing, and officials fear that most of these have perished.

News of the first great disaster in the war to America's armed forces came in a brief dispatch to the war department from London. It did not mention the possibility of further survivors, but hope was built here upon the fact that the survivors landed at two widely separated Irish ports and indications that relief vessels were at hand quickly.

The soldiers on board the Tuscania were small detachments from almost every section of the country. There was no distinctive military unit from any state, and for this reason war department officials announced that it would be impossible to announce a list of those on board until complete reports had been received. Instructions were sent by wireless and cable by the war, navy and state departments to their representatives in England and Ireland, directing that every detail be forwarded at the earliest possible moment.

The disaster was announced in this statement:

"The war department has been officially advised that the steamship Tuscania has been torpedoed and sunk and that survivors numbering 1,100 as far as could be ascertained, were landed at Buncrana and Larnac, in Ireland. There was a total of 2,179 United States troops on this vessel. No name of persons lost has been reported to the war department and no name of survivors was reported. Additional particulars are promised as soon as received."

At first officials of the department thought it would be unwise to publish the list of soldiers on the ship until the names of survivors could be given, fearing it would cause unnecessary anxiety on the part of the families of the men saved. Later, when it was pointed out that delay in giving out the list would give heart-breaking hours to nearly every family in the country with a boy in the service, Major General McIntyre, chief censor, announced that it had developed that it would be impossible to give the names from the department's records because there was no distinctive military unit on board.

The troops, composed chiefly of detachments of Michigan and Wisconsin national guardsmen, were traveling on the Tuscania, a British vessel, under convoy of British warships.

GARFIELD ENDS HEATLESS DAYS

HEATLESS DAYS HAVE BEEN
ABANDONED IN EIGHT SOUTH-
ERN STATES.

CONDITIONS ALMOST NORMAL

Improvement in Weather Condition
Causes Fuel Administrator Garfield
to Lift Order—Roads Moving
Freight.

Washington.—Continued improvement in weather and transportation conditions will bring an end to the heatless Monday program after its enforcement Feb. 11. Fuel Administrator Garfield announced.

Suspension of the program immediately in eight Southern States was authorized by Director Garfield after the receipt of reports showing that higher temperatures have relieved the coal shortage in South to such an extent that further closing is unnecessary. The states are North and South Carolina, Tennessee, Georgia, Florida, Alabama, Mississippi and Louisiana.

Director Garfield was more hopeful over the general outlook than at any time for weeks. Although there is danger of floods from melting snows and consequent interference with traffic.

All places housing workers who are members of the International Ladies' Garment Workers' Union were exempted from the Monday closing. Many of them are working on clothing for the army.

The first section of the closing order establishing a preferential list in coal distribution and section ten providing a penalty for non-compliance will continue to stand.

AMERICAN SHARPSHOOTERS ARE GERMANS' MATCH

Dr. Von Seydler, Austrian Premier,
Has Resigned.

American sharpshooters on the sector held by the United States forces north of Toul on the western front have matched their marksmanship and wits against the skill and experience of the German rifeman opposed to them, and thus far have had the advantage. Enemy snipers have been routed from their hiding places among bushes in the hilly, wooded terrain or in shell holes by the expert fire of the Americans, and where the rifle proved unavailing there was brought into action machine guns and light artillery which destroyed the German shelters and made casualties of their occupants.

Dr. von Seydler, the Austrian premier, has tendered the resignation of his cabinet to Emperor Charles, according to Vienna advices reaching Amsterdam. Parliamentary circles in the Austrian capital understand that the cabinet's resignation is due to the opposition of Polish deputies against special debates and the provisional budget. Dr. von Seydler informed labor delegations that it was the wish of the emperor to end the war at the earliest possible moment by an honorable peace, and this declaration of the premier was instrumental in ending the strikes in Vienna.

The Turkish foreign minister, Nessimy Bey, speaking in the Ottoman chamber of deputies Thursday, asserted that Turkey was in full accord with the attitude of Germany and Austria as outlined in the recent speeches of the German chancellor, Count von Hertling, and the Austrian foreign minister, Count Czernin. In regard to the Dardanelles, Nessimy Bey declared that the strait would remain open in the future to international traffic "as in the past and on the same conditions." This declaration is regarded as Turkey's reply to the provision in President Wilson's announcement of America's war aims which required that the Dardanelles should be opened permanently as a free passage to the ships of all nations.

PROPOSES TO STANDARDIZE RAILWAY EQUIPMENT

Washington.—Extensive standardizing of railway equipment is contemplated by Director General McAdoo under government operation. He explained that he expects the division of finance and purchase of the railroad administration, headed by John Skelton Williams, to work out a number of reforms along this line in co-operation with railroad executives and manufacturers of locomotives, cars and other equipment.

PROFESSOR STOCKTON



Professor Stockton of Houston, Tex., has been appointed secretary general of the American Red Cross, succeeding Charles L. Magee, who will remain with the organization in another capacity. Professor Stockton is a brother-in-law of President Wilson.

SITUATION IS NOW ALARMING

COLDEST WEATHER IN A GEN-
ERATION NOW PREVAILS IN
THE EASTERN STATES.

East Facing Most Acute Coal Short-
age of the Winter—May Consider
Two Four-Day Shut Downs.

Washington.—With the east facing the most acute coal shortage of the winter and in the grip of the coldest weather of a generation, the government decided that the heatless Monday program cannot at this time be abandoned, as had been hoped.

The conclusion to continue the closing was reached at a conference between Fuel Administrator Garfield and Director General McAdoo attended by a dozen state fuel administrators. There was no official announcement but a joint statement probably will be given out.

There had been every indication that the Monday holidays were over, but reports brought to Washington by the state fuel administrators that throughout most of the east there is on hand but one day's supply of coal, coupled with the weather situation, were accepted as convincing proof that the present is no time to lift the closing order. Even Mr. McAdoo, who up to this time is understood to have opposed the closing plan, was said tonight to have agreed that until the weather permits an improvement in railroad transportation, the order should be continued in force.

Blizzard Cuts Production

The blizzard has cut coal production and movement to such an extent that officials pointed out that even had the Monday closings been abandoned, industry would be forced to close down to a considerable extent because of a lack of fuel supplies. In fact, reports to the fuel administration showed that in many state plants already are closing in large number.

It was emphasized that the fuel administration is determined that what coal is unloaded and distributed shall go to householders first. State fuel administrators have been given almost unlimited authority to divert coal from other consumers to keep the people warm in their homes.

For the first time since coal began to run short, fuel administration officials admit that the situation is alarming. Report after report came in telling of cities all the way from the Mississippi to the Atlantic with but few hours' supply of fuel on hand.

WILSON TAKES UP MATTER OF SHIPS

Ships Are Available to Carry Men;
Problem is Keeping Them Supplied
Washington.—President Wilson took up personally the shipping problem and, at a conference with Chairman Hurley, of the shipping board, went into the great problem of procuring tonnage for the movement of American troops and supplies overseas.

Every phase of the question was discussed, including the progress of the government building program, plans for obtaining allied ships for transporting soldiers and negotiations with the European neutrals for tonnage to release American vessels for trans-Atlantic service. The president was particularly interested in the proposal to obtain additional ships by reducing imports probably one-half.

GOVERNMENT MAY FACE LARGE DEFICIT

IF RAILWAY INCOME CONTINUES
THE DECLINE OF RECENT
MONTHS

1917 FIGURES ARE COMPILED

Earnings About \$958,000,000; Near
Amount the Government Will Pay
Roads in 1918—Will Cut Expenses
Considerable.

Washington Railroads in 1917 earned about \$958,000,000, which is near the amount the government will have to pay the roads this year as compensation under national operation. This was indicated by figures on revenue, expenses and income of all roads compiled by the Interstate Commerce Commission reports for 11 months and ending in December.

The sum the government will have to pay the roads under the bill pending in Congress is estimated at \$945,000,000 by Chairman Smith, of the senate committee having the railroad bill in charge.

Figures for 1917 show that if railway income continues to decline as it has in recent months, the government will face a deficit in making its compensation payments, augmented by increases in wages and the constantly rising cost of materials and supplies.

To Cut Operating Expenses

On the other hand, the railroad administration hopes to be able to cut operating expenses sufficiently and economize on charges necessary only under competitive conditions, to offset the declining income. The size of these items, which will play such a big part in railroad financing this year, were disclosed by the latest computations.

Compared with the estimated income of \$958,000,000 last year, the figure for 1916 was \$1,087,533,000; for 1915, \$716,476,000; for 1914, \$692,330,000, and for 1913, \$816,510,000.

Total Revenues

Last year the total revenues from railway operations were \$4,028,000,000, and operating expenses were \$2,861,000,000, leaving a net revenue of \$1,177,000,000. From this were deducted \$217,000,000 taxes, and minor items of uncollectable revenue to compute the net income figure, which is compared in a general way to the basis of government compensation. These figures will be increased about four per cent by addition of reports from numerous small roads having operating revenues of less than \$1,000,000 a year, whose records are not included with the reports of standard Class 1 roads.

BLAMES DISASTER ON BAKER 'INQUISITION'

North Carolina Governor Wires This
Opinion to the New York World.

Raleigh.—Governor Bickett sent a telegram to the New York World charging that the present senatorial inquisition into the affairs of the war department is directly responsible for the torpedoing of the United States troop transport reported in the morning papers. The telegram read: "You are in the habit of drafting my opinion on public questions. For once I am going to volunteer one. In my opinion the senatorial inquisition of the war department is directly responsible for the sinking of the Tuscania. They put Baker on the rack and tortured out of him a confession of the gigantic movement of our troops across the seas. Then the enemy knew what was happening and the submarines lurked for their prey. This whole inquisition is botomed on the inordinate vanity of a few senators, who seek to pose as the saviors of the nation. Their bill has no more chance to keep out of the congressional trash pile than a food grafter has to keep out of hell. And they know it. Yet the inquisition continues. Why? Why?"

TUSCANIA RAIDER IS PROBABLY DESTROYED

Washington.—Much satisfaction is found by officials here in the unofficial accounts of the destruction of the British liner Tuscania by a German submarine which showed that a destroyer, presumably British, gave chase to the raider and possibly sunk her with a depth bomb.

No details of the attack had come from official sources. They are awaited eagerly.

OVER THE LAND OF THE LONG LEAF PINE SHORT NOTES OF INTEREST TO CAROLINIANS

Chief William Owen of the U. S. S. Pueblo a fascinating man has been promoted to lieutenant commander and is now chief engineer of the Pueblo with that rank.

The master of an overseas ship reports The City of Wilmington, owned by Sprunt & Son of Wilmington, as adrift in mid-sea, with her boilers disabled.

Hon. William Jennings Bryan delivered his famous lecture, "The Prince of Peace," to an audience of nearly a thousand people in the graded school auditorium at Burlington.

Application has been made by J. H. Seaboard and associates of Charlotte for a charter for the Marble Mills, incorporated with authorized capital of \$500,000.

The coroner's jury concluded its inquest in the Pitts-Boness case at Morganton and rendered a verdict that Dr. K. A. Boness was shot to death by Garfield and Arson Pitts.

Two women probation officers are to be added to the Charlotte police department as quickly as they can come from New York City, where they have taken their training. They are to cooperate with the local police force.

G. J. Boddy and Logan Smyth, of Conover, are dead and George Hawn and Troy Simmons are seriously ill as the result of drinking ginger, said to have contained wood alcohol, at Newton.

That Henry M. London, chief deputy to Revenue Collector Bailey, Raleigh, will resign to take up his father's work as editor of the Chatham Record, was the information received in Raleigh from Pittsboro.

Because Keeney Crank, of Pasquotank county, violated the terms of his conditional pardon, Governor Bickett has instructed the sheriff of the county to return him to the state prison where he will fill out his unexpired term.

Since informing his wife that he was coming to Charlotte to spend the night and deposit \$100 in a bank nothing has been heard of Arthur Yandle, 33 years old, who resides on the Beatlie's ford road, six miles from Charlotte.

"Not guilty" was the verdict rendered by a Lumberton jury in the case of W. D. Luxon, tried for his life on the charge of killing Alfred Thomas, Indian, at Pembroke last November.

The historic old house to the rear of the Stonewall hotel, Charlotte, for years the residence of the late Mrs. Stonewall Jackson, and known as the old Stonewall Jackson home, has been purchased by B. D. Springs and the house is being torn down.

At a meeting of the executive committee of the Greensboro College for Women trustees, Robert L. Roy tendered his resignation as tuition instructor. The committee accepted the resignation, and expressed their highest appreciation of his services and ability.

Dr. Lemuel J. Johnson, of Middlesex, N. C., was indicted by the grand jury at Richmond for the murder of his bride, Mrs. Alice Knight Johnson, last December. It is charged that poison taken by Mrs. Johnson in the belief that it was an ordinary medical preparation was administered by Dr. Johnson with criminal intent.

W. F. Millerschoen, foreman for the Durham Iron Works, was placed under \$1,000 bond, and bound over to Federal Court by United States Commissioner Hugh Scarlett, following his preliminary hearing on a charge of making seditious utterances, intended to obstruct the military affairs of the United States. He did not give bond immediately, and is in custody of United States Deputy Marshal Stell, of Raleigh.

Several North Carolinians were on the Tuscania. No report as to their fate has been made. Three of them are: James Coburn Bigger, of New Bern; Milton Pittman, of Wilmington; and William C. Buhman, of Greensboro.

Interned Germans numbering 429 from the Philippine Islands, via Charleston, arrived at Hot Springs, N. C., and were turned over to the federal internment officers there. Wives and children of some of the Germans were sent to Ellis Island, N. Y.