

And Why Not a Modern Farm Home? WITH COMPLETE WATER SYSTEM You Can Have One Right Now

WHEN YOU VISIT THE CABARRUS FAIR OCTOBER 16-20:

Consider the convenience of an up-to-date water system piped to your kitchen, bathroom and bedroom with modern plumbing fixtures; and to your barns and other farm buildings. The time saved in watering stock; the convenience to your wife in her household work; the health of your family through better sanitary conditions, are only a few of the many advantages which a modern water system confers. Our water systems are especially designed for the farm home. Simple in construction; economical in operation; easily installed at small expense, they pay for themselves very quickly in time saved. They can be erected at any convenient place about the buildings, or in the basement if desired.

Motor power or gasoline engine as preferred, they are equally reliable with either form of power. A septic tank in connection with the water pressure system, gives the farm home all the advantages of a city water supply with modern sewerage. An ideal system for the dairy farmer or for any farmer who wishes to have his home and buildings right up to date. See our exhibit at the Fair.

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Plumbing and Heating Contractor

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CONCORD, N. C.

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How long since your last photo?

How long has it been since you've had your photograph taken? Has it been a year, two years, or longer? If you're a man, the chances are that your wife has spoken to you about it two or three times, but you forgot it or "just didn't have the time." You really ought to have it made once a year, anyway.

If you'll just phone us and make an appointment, the rest will be easy and it will only take a minimum amount of time.

Children like to "have their pictures taken by ORPIN. We have unusual success with the little folks. It's even more important to have theirs often because they're always "growing up."

We take all kinds of outside and inside photographs. If you've a large crowd, residence, factory site or building, or come inside subject you want photographed, just phone us at—?

W. M. Orphin Studio

Two Ways of Making a Bluff.
Open your mouth and purse cautiously, and your stock of wealth and reputation shall, at least in repute, be great.—Zimmerman.

Too Youthful a Pet.
Uncle Dick sent Mary a puppy for her birthday. But the new pet soon proved very troublesome to the neighbors, digging up flower seed and carrying off laundry from the yard. After hearing many complaints Mary became discouraged and she sighed hopelessly, "I do wish uncle had sent an adult dog."

Quite Likely.
Howell—"My wife never keeps me waiting while she gets ready for church." Powell—"She would if you went."—New York Sun.

The Road to Success.
A dimple in the right place, half-inch long eyelashes, a pair of glad knees, a bit of devil in both eyes, and a figure which leads itself well to the severities of a one-piece bathing suit, will take a girl far along the reel road to fame and fortune.—From "The Glad Eyes of a Woman," by Jane Doe.

Trio Of Nationally Known Men Analyze Evils Of Coal Industry; Stress Need For Stable Labor



COL. GUY D. GOFF



COL. HENRY L. STIMSON



DR. CHARLES W. ELIOT

Dr. Charles W. Eliot, president emeritus of Harvard; Colonel Henry L. Stimson, former Secretary of War, and Colonel Guy D. Goff, former Assistant Attorney General of the United States, are among the men to whom the National Coal Association, in an aggressive movement to stabilize the bituminous coal industry and increase its value to the public, has applied for advice. Dr. Eliot in a comprehensive letter addressed to the organization's annual convention at Atlantic City, stressed the importance of arbitration of disputes by non-partisan agencies, a tenet to which operators claim they have long held. Dr. Eliot advocated the incorporation of all unions that relate to the coal

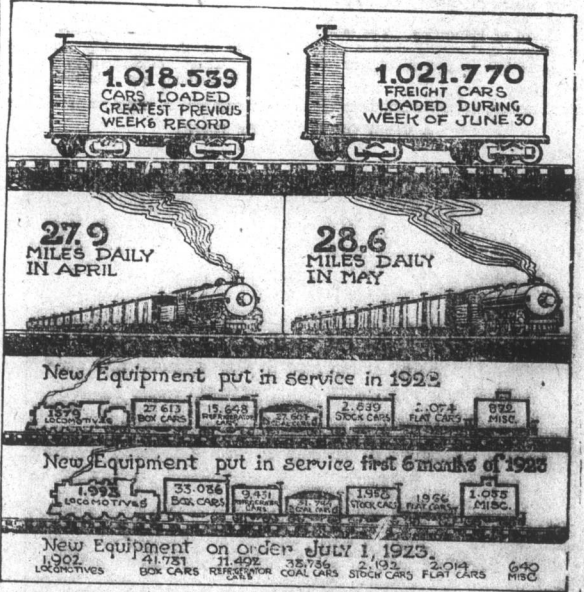
"In the public interest," he wrote, "it is inexpedient that these secret societies, which collect large sums of money from their members, and use all their resources to support strikes, however violent, should continue to be exempt from the usual legal processes to prevent violations of contract and enforce payment of damages." Colonel Stimson stressed the need of constructive leadership and unified front in self organization and self discipline in the public's interest. Colonel Goff emphasized the importance of basic considerations in the coal labor problem to the whole problem of American social and economic development. An attempt is being made, he declared, to change

the form of American trade unions into industrial unions as an opening wedge toward compelling the majority in America, or a militant and effective minority, to accept the doctrine of communism. Investigations conducted by the Bituminous Operators' Special Committee, appointed to cooperate with the United States Coal Commission, have found that labor is one of the principal factors of the cost of coal at the mine, amounting to 68.7 per cent of the total. The constant interruption of the coal supply by nation-wide strikes, made possible by a growing monopolistic power on the part of the United Mine Workers of America, is given as the chief deterrent to a regular supply of coal at satisfactory prices.

Car Shortage Becomes Surplus Despite Greatest Freight Traffic in History

DURING the first six months of this year the railroads hauled the largest amount of freight ever carried during any six months in the history of America. And despite this tremendous traffic, which in June resulted in the greatest ever carried in any one month, the freight car shortage has been turned into a surplus of more than 84,000 cars. These facts are available following a report of the Car Service Division of the American Railway Association on the progress of the railroads since 1922 to increase their facilities and improve transportation capacity and performance.

- The report shows:
1. In the first six months of 1923 the railroads hauled the largest traffic of any six months in their history.
 2. In June, they hauled the largest freight traffic ever carried in any one month.
 3. For the week ending June 30th they loaded 1,021,770 cars, the largest car loading on record.
 4. In the first six months of this year 79,240 new freight cars were put into service and 1,998 new locomotives.
 5. The total number of bad order freight cars has been reduced from 216,011, or 9.5 per cent, on January 1, to 190,411, or 8.4 per cent, on July 1.
 6. Bad order locomotives have been reduced from a total of 15,549, or 24.1 per cent, on January 1, to 11,450, or 18 per cent, on July 1, when there were the greatest number of serviceable locomotives on record.
 7. The number of repaired locomotives and cars turned out of railroad shops per month has far exceeded the performance of previous years. In the first six months of this year an average of more than 38,000 repaired locomotives were turned out each month against only about 21,000 for the first six months of 1922. In June over 1,200,000 freight cars passed in and out of the railroad repair shops of the country.
 8. The average loading per car was increased from 27.3 tons in April to 28 tons in May.



9. The average daily movement of all freight cars has been increased from 27.9 miles in April to 28.6 miles in May.

10. The reserve bituminous coal stocks of the railroads have been increased from 6,756,886 tons on January 1 to 10,657,371 tons on July 1. The programme adopted by the roads for the year calls for average loadings raised to 30 tons per car. In May of this year the average was 28, an increase of a fifth of a ton over April.

The plan to increase the average miles per car per day to 30 miles resulted in 28 1/5ths miles in May, an increase of 5 9/10ths miles over May of last year, and of 7/10ths of a mile over April this year.

TEN YEARS AGO—AND NOW
In January, 1923, the average wholesale price of all commodities was 56 per cent higher than in 1913. The average cost of living in 32 cities was 69 per cent higher. Railroad operating expenses were 111 per cent, and taxes 157 per cent higher. The average monthly wage of railroad employees was 119 per cent higher. The average freight rate was 50 per cent, and the average passenger rate 58 per cent, higher.

Every increase of one mile in the average movement of all freight cars produces the same increase in capacity that 100,000 new freight cars would provide, moving one mile a day less. The railroads have therefore increased their capacity by 70,000 cars, without additional investments.