

BREVARD
Hardware Co.

FLY TIME

Will Soon Be Here

Now is the time to fix to keep them out of the house.

They are the cause of more sickness than any other one thing. No animal is so dirty, none so dangerous to the health of the family. Screen in that front and back porch.

We bought our screen wire early last fall before the big advance. We have been offered our retail price by two jobbers for all we have in stock, about \$500 worth, but we intend to give our friends the benefit of our early purchase.

We have window screens and screen doors. We have a new door that we want you to see before you place an order. The hinges and springs are all included in the price of the door.

Prices have twice advanced since we bought these. We will not change our original price. We have a good supply of screen door hinges, etc.

Remember you will save money if you C. Doyle before you buy, no matter what it is. Don't Order,

C. DOYLE
Brevard, N. C.

"And Judah and Israel dwelt safely, every man under his vine and under his fig tree."

—1 Kings 4:25



From that day of peace and plenty in King Solomon's reign to this very day the most happy and contented people have lived under their own vine and fig tree. In other words, they have lived under their own roof. They have owned their home and have not been subject to the whimsical notions of any landlord.

Indeed this is a happy domestic state to live in. One of more or less independence and one to which every head of a household should aspire.

You may now be living on the fat of the land but you owe it to yourself and family to provide a home for you can't tell when adversity will overtake you and throw your wife and children into a cold, cruel world without a home.

Let Monthly Rentals Pay for Your Home

Did it ever occur to you that you could join the Building and Loan association and pay for a home with the money that you are paying to your landlord? We have helped 100 people in Transylvania county to own their homes and we can do the same for you if you will give us the privilege. The Building and Loan is a wonderful institution. It helps you to save systematically from week to week regardless of the size of your income. It not only helps you to accumulate but your savings have an earning power by drawing good dividends. Your stock is non-taxable. It is absolutely safe. It is good for systematic savings or as an investment.

You owe it to yourself to investigate its merits.

Why not dwell under your own vine and fig tree and thereby contribute to the happiness of your family?

Come in and let us explain anything you don't understand about it.

Brevard Building and Loan Association

A. M. VERDERY, JR., Secretary and Treasurer

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility In
Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential."
A Complete, Harmonious, Consistent
and Related System Needed—Federal
Incorporation of Railroads by General
Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions.

"For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charters and that it only remains for that body to exercise that power.

BREVARD
Hardware Co.

**Fertilizers
will be scarce**

We have been notified by two companies that they will be unable to fill their contract.

We have in stock over 800 bags of Acid, Corn Guano and Garden Guanos.

We are selling a number of bags every day. Better come this week and make arrangements so that we can save what you will want this season.

The spring is backward so that you will have to feed the corn and other crops with something to make it come right now or there will be no crops.

I believe that with the war on, we will have corn opening at \$1 per bushel.

It will be worth this spring \$2.00 per bushel.

Better make a good crop. Every family should have a good garden.

That is one way to cut the expenses.

Use a bag of high grade guano and you can have early garden truck. We will have a full supply of garden seeds, onions, beans and peas by Monday.

We have a small supply of grass seeds on the way. If you expect to plant any this spring let us know so we will be sure to have them in stock.

TIME TO SPRAY
We have the pumps and the mixtures.

Don't order.
C. DOYLE
Brevard, N. C.