

can not win the support of public opinion through the exercise of political influence or in any other way except by the intelligent and effective performance of its functions as a carrier and by its responsiveness to fair criticism. Mr. Finley pointed out that its position can only be secure when the economic conditions surrounding its operation and the importance of its functions to development and to the enlargement of opportunity are appreciated by the people of the community, and that this appreciation was dependent upon enlightened citizenship. He spoke of the moral responsibility of the press in this connection and of its power, by presenting fully and fairly, the economic situation of the railways and the interest of all of the people in their prosperity and efficiency, to bring about that mutual good understanding which is indispensable to effective co-operation.

As, in an economic sense, production is not complete until goods are put in a position for consumption, Mr. Finley spoke of the railways as creators of value and as an indispensable part of the producing equipment of every community and of every farmer and manufacturer in it and said that unjust criticism directed against farmers and manufacturers would be just as logical as against the railways.

Speaking of the right of the railways, just as of any other business enterprise to present their cause, fully and freely, before courts, administrative tribunals, legislatures, and the bar of public opinion, Mr. Finley said:

"Enlightened public opinion in the United States will not justify the relegation of the railways to the status of the Jew in England in the Middle Ages, when, as we read in Madoxe's History of the Exchequer: 'Josec Quarrebuch gave forty marks that his son Hekelm might be dealt with according to justice'; and 'Jurnet of Norwich gave 1,800 marks, that he might reside in England with the King's good will.'"

"The railways are asking for no special favors. They ask only that their importance in the development of the country and that the interest which each individual has in their efficiency shall be frankly recognized. They ask that differences which may arise between them and individuals or communities shall be subjects of full and free conference to be adjusted in accordance with sound business principles, or that, failing such adjustment, they shall be adjudicated by the tribunals constituted by law."

Having outlined the condition which he believed to be necessary to the most effective co-operation between the press and the railways for community development, Mr. Finley expressed the opinion that such co-operation was essential to the fullest development and prosperity of any community because intelligence and transportation were fundamental factors in development, it being the function of the press to disseminate the first and of the railways to provide the second. He outlined the work which the Southern Railway Company is doing to aid in the development of the territory traversed by its lines, expressing the opinion that it could be said, without boastfulness, to be more comprehensive than similar work being done by any other railway organization in the United States. He said:

"In our work for community development it is our policy to co-operate closely with individuals and organizations. That it may have been more effective in some localities than in others has been due largely to local conditions, including the degree of co-operation that we have received. We believe that it has been particularly effective in Western North Carolina where we have participated in the organization and activities of the Greater Western North Carolina Association, the single purpose of which is the development of this part of the State. We should be very glad to participate in other territorial movements or in a State-wide movement of the same kind, if carried on directly under the auspices of the State or through a responsible organization similar to that in this region."

"In all of the development work that we are doing, we look upon the newspapers of the Southeast as our helpful allies. With very few exceptions we have found them ready, at all times, to publish information relative to our work and to give space in their columns to matter that we have sent them from time to time which we believed might be helpful to their readers. They have very generously given space to the publication of our views on subjects relative to the upbuilding of the Southeast. Many of the newspapers have gone farther than this and have commended our policies editorially."

Suggesting methods in which the press could be of aid in community development, Mr. Finley spoke of the publication of matter that would be helpful to the people already living in the Southeast, emphasizing the importance of farm values and of devot-

INTEREST OF PRESS SAME AS RAILWAYS

DECLARES PRESIDENT
FINLEY TO N. C.
EDITORS.

RAILWAYS AND PRESS ALLIED

Mr. Finley, at Asheville, Discusses Mutual Interests of Press and Railways and Their Aid in Community Development.

Asheville, N. C., July 24.—At the meeting of the North Carolina Press Association in Asheville to-day President Finley, of the Southern Railway Company, delivered an address on "The Relations of the Press and the Railways and the Value of their Co-operation in Community Development."

Mr. Finley pointed out the natural basis for co-operation between the press and the railways growing out of the substantial identity of their interests in community development and prosperity, bringing to the newspapers additional subscribers and advertising and to the railways increased traffic and making it logical that the press and the railways, in their respective fields, should work in close co-operation for community development. He recognized that, while the newspapers and the railways were thus natural allies in community development, it did not follow that there should not be fair criticism of the railways, and said:

"Fair and just criticism is a proper function of a free press, but criticism of the agencies which provide the transportation facilities of the community should take account of the economic conditions under which these agencies must work and should aim, in respect to a factor so essential to community development, to be helpful and educational rather than being along lines tending to create unreasoning prejudice."

"Personally, I am a great reader of the newspapers. I appreciate at its full value the work they are doing and recognize in their editors, in many cases, the spokesmen of their communities. I do not ignore what is said in the newspapers relative to our policies. I always take note of newspaper criticism on matters that it may be within our power to remedy and all such matters are given attention so far as it may be practicable to do so."

Referring to the fact that a railway

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as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.
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NOTICE.

North Carolina, Jackson County.
E. L. McKee, Geo. W. Sutton, Lee Hooper, Jno. B. Ensley, S. W. Enloe, H. R. Snider, C. A. Bird, H. R. Queen, and T. L. Jamison, special committee appointed by the court house Act of 1913,
VS.

C. Buchanan.
To C. Buchanan, owner,
Whereas, an act ratified by the General Assembly of North Carolina on the 24th day of February, 1913, authorizing a vote of the citizens of the county on the question of removal of the County-seat of Jackson County from Webster to Sylva was duly carried at the election held on the 8th day of May, 1913, as under said Act provided; and

Whereas, the committee named in section three of said Act met on the 17th day of May, 1913, in the town of Sylva and selected a site for the Court-house and Jail and made their report as by statute provided to the Register of Deeds on the 18th of June, 1913, which site comprehends your lot in the town of Sylva at the West end of Main street, and which lot is described as the second tract in the report of said committee to the Register of Deeds and recorded on the Minute books of the Commissioners of Jackson County; and

Whereas, the said committee has been unable to purchase the said lot from you at a reasonably fair price in their judgment, and being of opinion that the price asked by you is too high, you will take notice that the said Court House Committee named in section three of said Act will, on the 2nd day of August, 1913, meet on said lot to appraise the value of the same, and your notified to be present in person or by representative and to present such evidence as you may choose to offer as to the value of said lot, and that on said date the said committee will fix and appraise the value of said lot and make their report to the Board of Commissioners of Jackson County, all as in said Act specially provided.

By order of the Committee, this the first day of July, 1913.

E. L. MCKEE,
Chairman.
GEO. W. SUTTON,
Secretary.

SOU. RY. SCHEDULE

East Bound Train.
No. 20 Lv. Murphy 6:30 a. m. Ar. Sylva 10:43 a. m. Ar. Asheville 1:55 p. m.
No. 18 Lv. Murphy 11:30 a. m. Arrive Sylva 3:47 P. M. Ar. Asheville 6:55 p. m.

West Bound Train.
No. 17 Lv. Asheville 8:30 a. m. Ar. Sylva 11:13 a. m. Ar. Murphy 10:55 p. m.
No. 19 Lv. Asheville 3:30 p. m. Ar. Sylva 6:11 p. m. Ar. Murphy 10:55 p. m.

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