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AMERICAN LEGION NEWS FROM OVER THE NATION

The Women's Auxiliary of the American Legion passed the 200,000 mark by nine before the end of February and was still going toward that rate of more than fifty units a week. Meanwhile the Legion is increasing at the rate of approximately forty posts a week with a total of 10,114 posts.

The Minnesota Department of the Auxiliary, with 149 units, has now displaced the Massachusetts' X units for leadership. Massachusetts is second, then Idaho, New York, Iowa and Pennsylvania.

In percentage of gain within the last three weeks, the Ohio Department leads the Legion, Missouri, Texas, Illinois and Oklahoma follow in that order.

By arrangement between the American Legion and Bureau of Commercial Fisheries, the most complete and valuable collection of educational and travel motion picture films in existence will be placed at the disposal of Legion posts for free exhibition. Legion members will order films from catalogues which will be sent to all Legion posts. The films will be sent from a number of distributing centers, which will be designated in the catalog. One thousand separate topics are embraced in the films, which have been taken in all parts of the world.

An American Legion button stopped a bullet, which struck Giambona Scalzi, a Legionnaire of Newark, N. J., and probably saved his life. Scalzi was an innocent bystander at a dispute between four men during which the gunner started.

SILVER DOLLARS STRUCK FOR FIRST TIME IN YEARS

(By the Associated Press.)

PHILADELPHIA, March 1. — For the first time in several years silver dollars, 56,000 of them, were struck during February at the Philadelphia mint. The demand for fractional currency showed marked decrease and no other silver was coined on domestic accounts. There were struck, however, 2,238,000 nickels, and 7,772,000 pennies.

Wearing his army gas mask, Rev. F. W. Smith, commander of Bay State Post of the American Legion at Shrewsbury, Mass., braved the smoke and flames of a fire in the town hall to rescue two American flags from post office departmentalists. Clutching the flags, he grabbed his wife back through the fire, pulling her way out by a string that he had cast to the back door on entering the burning building. Rev. Mr. Smith served as a chaplain with the Campine Club.

An ex-service man with eight bars on his Victory medal has been recruited by Argonne Post of the American Legion at Des Moines, Iowa, for a semi-annual campaign. George Leander, the amateur auto beginner, was a member of a supply train attached to the Second Regt. of the French Army, which took part in the Somme offensive. While serving in France and Germany, he also served in a defensive sector.

Foreign posts of the American Legion have been most active recently in the Federal Board for Vocational Education in carrying on their work with American veterans in France, Belgium, Italy and Bulgaria, as well as throughout the neutral countries. They have had more a reciprocal relationship between this country and those neutral countries, under which they have organized affiliated American veterans' organizations and this country is a dues remittance nation paying a sum to each organization paying a stipend to each veteran so trained.

The first recruiting drive of the Women's Auxiliary of the Virginia Department of the American Legion has been held May 13 and 14. It was opened at a meeting of the Legion's state service committee. More than 1,000 new members were obtained for the Legion in Virginia between January 1 and February 12.

Player piano, phonograph, desk and Sheraton parties are among the pieces in a membership counter when the Texas Department of the American Legion was started. Posts will be placed on the proportion of number of members retained to the population of the community.

The Women's Auxiliary unit of Miss Major Sloan Post No. 284 of the American Legion at Atchison, Kan., is the first colored auxiliary in Kansas and one of the first to be organized in the country.

Job applicants and employers are listed in a card index, according to their

WAGE REDUCTIONS BECOME EFFECTIVE

ATLANTA, Ga., March 1. — Wage reductions on the Atlanta, Birmingham and Atlantic Railway became effective today through an order granted by federal district court here yesterday to President B. L. Bugg, as receiver for the road, which concentrated in a bankruptcy petition of a creditor last Friday.

Announcement of the granting of the order was followed last night by a request from W. M. Martin, chairman of the joint union committee, for a conference here this afternoon with Colonel Bugg, whom he immediately granted.

The wage order signed by Judge S. H. Sulley provided that an application employees might be heard by him on the wage question and revision of the contracts regarding such action was expected to follow the conference.

The cut in wage amounts to little per cent of interest-aggravated since 1917 for skilled labor but is indeterminate for unskilled labor as the order permits the receiver to pay common labor whatever is necessary to hire it in such localities as the road needs it. The fifty per cent reduction in incomes since 1917 has been sought for two months by the road from the United States railway labor board.

GIBBONEY WAS DROWNED

MEXICO CITY, March 1.—Clarence Gibboney, the Philadelphia attorney, was drowned off the coast of Cozumel, declared in a statement made by R. E. and Morley, an American, which was made public by the Mexican foreign office yesterday. Morley asserted he saw the foundering of Gibboney's vessel and his subsequent drowning.



PENN CREW AND COACH: The University of Pennsylvania varsity eight is probably the first of the Eastern college crews to take to the water this season. This photo shows the Penn oarsmen out for a practice row. Insert, Joe Wright, head coach.

HANK and PETE



HIRAM JOHNSON STAR IN BIG NEW YORK FIGHT

CALIFORNIA Senator's Appearance in Contest Between New York City Administration and Public Service Corporation in Matter of Raising Rates Will Give Fight a Dramatic Element.

NEW YORK, Mar. 1. — The first real stand to hand-fight over Governor Miller's program for a state-controlled traction system for New York city will be fought on Capitol Hill in Albany to-morrow when the legislature's Judiciary Committee will hold a hearing on a bill, now pending, designed to empower a state public-service commission to allow traction companies to increase fares over five cents.

The argument probably will hinge on whether a state can constitutionally interfere and alter a contract between a city government and traction companies, even in the presence of extenuating circumstances, on which the arguments of proponents of the bill will be based.

The fight over how to furnish transportation for this city's 6,000,000 inhabitants, with an additional floating population estimated at 400,000, which changes daily, has been smouldering for more than three years. It had incipient possibilities soon after America entered the war, when rising prices brought subway and elevated companies here to claim they were not making money on the five-cent fare stipulated in the original contracts between them and the Public Service Commission, entered into in 1913.

Throughout these years the city, which under the state law held a power of approval of contracts between traction companies and the Public Service Commission, has been committed to the policy of five-cent fare, regardless of whether the roads were making money. The policy was to make up the deficits by taxation in order that the riding public might have cheap fares.

The bill now pending provides for the appointment by the governor of a state public-service commission with power to investigate traction problems and to fix rates of fare, regardless of policies of local municipal governments, if the economic situation involved warrants a change of fare.

On this point the protagonists and antagonists of the bill will "lock horns."

A dramatic element will be added by the appearance of United States Senator Hiram W. Johnson, of California, who has been retained by the New York city administration to fight the bill.

It is anticipated today he would base his argument on the constitutionality of state intervention in contracts between municipalities and traction companies.

Proponents of the bill, on the other hand, it is understood, will argue on the advantages to the city of altering the contracts and on the fact that the present contracts were made with the public service commission, a state body, subject to the approval of the New York city Board of Estimate. They will distinguish between power of "approval" and power of "veto and rejection."

They will further argue, friends of the bill said today, four main points in the

New York state constitution, as follows:

1. That the city is an agency of the state.

2. That the police power of the city ultimately resides in the state legislature and has not been waived by that body.

3. That rate-making is an exercise of police power.

4. That any exercise of any police power by any agency of the state is responsible by the state.

Proposers of the bill claim that these points of the state constitution have been upheld in numerous cases not only by state courts but by the Supreme Court of the United States, over a period of more than 50 years.

The only new point raised in revision of the contracts now in force is whether a state can disregard fare contracts by a city when the city has invested capital in the roads in question.

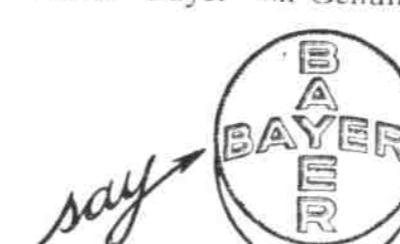
At the time these contracts were consummated the city of New York borrowed \$250,000,000 to invest in construction of new lines. Those favoring the bill, however, claim that this point does not change fundamentally the state's power in rate-making.

The contracts now in force stipulated that the city build new lines which the companies agreed to equip and operate, dividing profits equally between the city and the companies; after certain specified sums were set aside for operation expenses, sinking funds and amortization of the lines. Through this amortization process it was agreed that the city should come into full possession of the lines at the expiration of the contracts. Now the companies claim the lines are not making enough money to put aside these sums, that the amortization plan is a dead letter in the contract and that millions of dollars must be taken from taxation to pay interest on the \$250,000,000 the city borrowed to build the extension to the lines.

New lines are sorely needed, now, the companies claim, and neither nor the city has money to build them. To increase the fare, they claim, will enable the city to reimburse its \$250,000,000 for construction of new lines which will encourage the population to spread out, reduce the city's debt limit and reduce taxes and rents more than enough to offset the increase in fare to the riding public.

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OB-GALLEY NO. 10, ART KEEPS UP.

more than the previous year. Visitors in a recent Sunday totalled 15,800.

Membership the institute is first in the country, Mr. Hough reports. It has right up behind the lead museums.

Attendance at the art school of the Chicago Art Institute, the 10th largest in the world, set a record last year. The Ryerson Library of the Institute of the School of Design, Chicago, devoted entirely to art, has acquired a library of 13,000 volumes, while the Bern 12,000, in 1920, to January 1, 1921.

Public attendance at the Institute on Feb. 27, 1920, to January 1, 1921, reached 40,000.

BUY A BOOK A WEEK

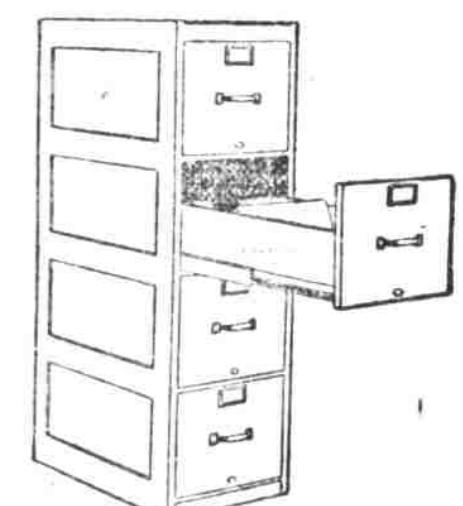
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