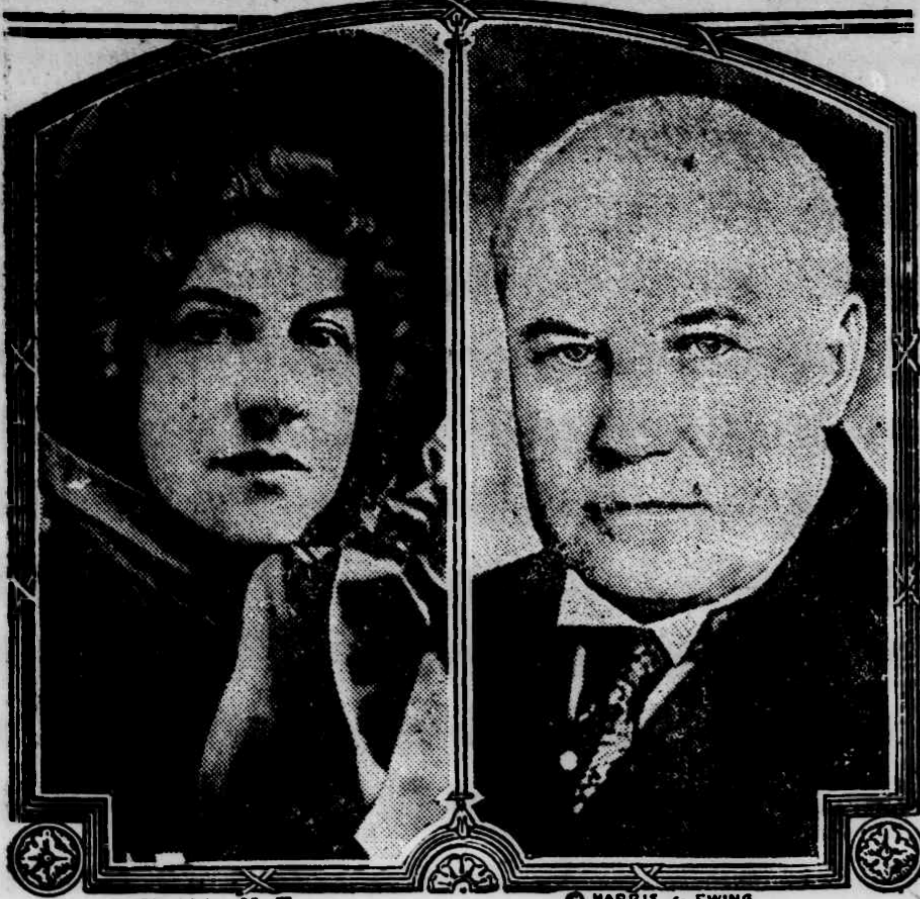


RETIRING SECRETARY A "SHIRT-SLEEVE" BOY



©Mishkin, N. Y. COMMANDER EVANGELINE BOOTH

©HARRIS & EWING FRANKLIN K. LANE.

FRANKLIN K. LANE TO "FOLLOW ON"

Accepts Invitation to Become National Chairman of Salvation Army's Annual Appeal for Funds.

WASHINGTON'S BEST BELOVED
RESTARTING LIFE AT 55.

Former Cabinet Officer Before Entering the Oil Business as an Executive for the Doherty Interests Will Lend His Great Abilities to the Church Militant Organization.

Franklin K. Lane, referred to far and wide as "Washington's best loved man," is undertaking two notable innovations at an age when most men think mainly of retiring to the quiet of private life. One is to "earn enough money to support my family and keep my bills paid," and the other is "to step down from a high place to resume my place among the shirt-sleeve boys and give them a hand if I can!"

Two history making statements from a man of Mr. Lane's attainments and station in life! And the remarkable part of it all is that he puts the shirt-sleeve matter—the thing about helping his neighbors—ahead of that other thing—making more money in order the better to underwrite the Autumn of his life!

Few men reach a higher niche in the affections and confidence of the public mind than has this remarkable man from the West, who was once an editor, then a lawyer and finally a member of the President's cabinet and who withdraws from public life to "earn a better living" after rendering a service to the government the extent and value of which would be impossible to estimate. Still fewer men are called to such responsible places as Franklin K. Lane will now occupy. He will enter the oil business as an executive for the Doherty interests and will be established in New York city for that purpose by April 1. But the rosy prospect of making "a living wage" after several years spent in struggling along on the salary of a cabinet officer has not blinded Mr. Lane to another opportunity—that for striking a few powerful blows on behalf of the "man who is down, but never out!"

Franklin K. Lane has accepted an invitation from Commander Evangeline Booth to become the national chairman for the Salvation Army's annual appeal for funds in 1920. He is already on this job, although Wall Street does not greet him as an oil well executive for another month.

"It is a genuine privilege to find opportunity for encouraging a work so direct and practical and so valuable to the masses of the people as the work of the Salvation Army," said Mr. Lane at his office in Washington the other day. "When Commander Miss Booth asked me to take the responsibilities of national chairman for the 1920 appeal of that organization," continued the secretary, "the first thought that flashed across my mind was, How can I spare time for such work when I am entering upon a commercial task of great responsibility?"

"And then there flashed across my mind a vision of the things the Salvation Army does—the help it gives to men and women and little children just when and where they need it most—and I thought to myself that after all there could be no more important thing than this. So I accepted—along with the other job—and I am trusting to the generosity of my new employers to indorse my action in the matter."

"I believe every right thinking man and woman in America owes the Salvation Army some of his or her time every year. And I am going to pay my share. I am going to get my shoulder squarely behind the movement for human that can win the hearts and

the confidence of the common people like this Salvation Army has won them in recent years. I am going to pull off my coat and do some real work that will show where I stand when it comes to weighing the homely, unostentatious and highly practical relief methods of this amazing band of workers. I heard the call. The problems of the poor are there to be solved, and they can use my poor efforts perhaps, so I have answered the call.

"I won't do much talking in the coming drive. I will do real work, and when I do talk I don't want to talk to anyone but actual workers. There will be no speech making by me to those who might be curious to hear a former cabinet officer in action, but who are not interested in the work of the Salvation Army. I shall talk to workers and only to workers. The day for oratory in such matters has gone. We are down to brass tacks.

"I think I owe it as a citizen of America to show my understanding and appreciation of the helpful work the Salvation Army is doing in its rescue homes, maternity hospitals, free clinics, industrial homes, fresh air farms and tenement house relief work. "My testimony is not needed, however, in this matter. There are 2,000,000 or 3,000,000 of young Americans who went into the recent war either unaware that the Salvation Army existed or having no use for its methods if they did know of it. So far as I can learn these men came out of that war unanimous on one subject—and that was that the Salvation Army understood the average man, knew how to deal with him and simply 'delivered the goods' on the 100 per cent basis.

"There is no division of opinion on that one subject. There could have been no greater test for the Salvation Army than the test it received in the war. So after all I am merely adding my voice to the mighty chorus I have referred to when I say that the Salvation Army has long since won the right to make an appeal to the rest of us for its maintenance, and I am sure it will not make that appeal in vain.

"The Salvation Army one year ago abandoned its old custom of begging in the streets the year around so that its workers could devote all of their time and attention to the poor. It makes an annual appeal each May. Personally I know of no greater bulwark that could be raised against the rising tide of human unrest than to strengthen the hands of this band of self-sacrificing Christian workers who have the confidence of all men and women, regardless of race, creed, color or position in life. I think it is important for the interests of our advancing civilization that such a practical and wholesome work be stimulated and maintained to the utmost.

"They say there are no 'down and outers' any more. Personally I do not believe it, or if I did believe it I would know that the abnormal times have swung the pendulum back too far on one side—and that it will swing far to the other side directly. There will always be a bottom to society. The poor will always be with us. We owe it to our fellow men to know our neighbor and share his troubles and problems, and only by that method can we, in all fairness and righteousness, keep the scales even in this life.

"I am proud to face the problems of the poor with the Salvation Army in such a trying hour, and I hope that American men and women will stand with me in the work ahead of us. But they must be workers. I shall have no time to entertain mere observers."

Both for the organization that gives aid and relief to the poor and for the poor themselves, the high cost of living has been a troublesome factor in recent months. Money does not go far these days, but there's no one in the world who can get more worth-while work out of a dollar than can the Salvationists. In this country they gave away 3,699,767 meals in the twelve-month ending last September 30, and provided 371,334 meals besides at approximate cost. They supplied free beds for 1,181,647 night lodgings and 1,468,837 at a merely nominal charge. And in addition to all this and to all that was done for thousands in Army institutions they gave temporary relief to 709,361 persons.

FREIGHT LEAST H. C. L. EXPENSE

Director General Hines Says Railroad Transportation Costs Are Lowest in History.

NOT CAUSE OF HIGH PRICES.

Freight Advances Compared With Rise in Value of Goods—Transportation Cheapest Thing Public Buys. Charges on Some Articles.

Data compiled from authoritative sources shows that railroad freight rates are the least factor in the cost of living. Although the proportion of the total cost of goods that can be charged to transportation is not known with statistical accuracy, it is estimated that the average transportation cost of things produced in this country is a very small percentage of their total cost to the consumer.

Freight Cost 2.4 Per Cent of Total. In a letter to Representative John J. Esch, chairman of the House Committee on Interstate and Foreign Commerce, Julius Kruttschnitt, chairman of the Southern Pacific Company, points out that in the last five years the value of goods increased on an average of \$63 a ton, while freight charges advanced only 60 cents a ton.

In five years, he explains, the average value of freight carried by the railroads increased from \$56 to \$119 a ton. The cost of carrying this increased from \$2 to \$2.80, paid to the railroads. In 1914, he adds, 3.6 per cent of the total cost of the goods was spent for transportation. In 1919 only 2.4 per cent was spent.

"In other words," Mr. Kruttschnitt writes, "only 80 cents out of \$63, or 1.3 cents out of every dollar of increase in value of commodities in 1919 was caused by increased freight charges. The responsibility for the remaining \$62.20, or 98.7 cents out of every dollar, must be sought elsewhere. It was not caused by freight rates."

Rates Lowest in History. Comparison with transportation charges in other countries shows that in no other country of the world is transportation furnished at so low a cost as in the United States. Compared, too, with the cost of other goods and services today, railroad transportation is the cheapest thing the public buys. It is sold for less than the cost of production, considering all the elements of cost.

In a statement on this subject to the New England Bankers' Association Walker D. Hines, Director General of Railroads, said:

"I think it is a fair statement that at the present time, despite the increases which have taken place in freight rates, a ton of steel or a ton of coal, a bushel of wheat or the unit of any other commodity has to pay for transportation a less percentage of the price of that commodity than ever before in the history of the country."

Charges on Some Articles. Before the war a suit of clothing from one of the Chicago factories, selling for \$30 in a retail shop, was carried from Chicago to Los Angeles for 10 1/2 cents. The suit of clothes now retails at \$30 or \$30, but the freight rate on that 2,265 mile haul has increased only 5 1/2 cents, while the price of the goods has gone up \$20 or \$30.

The 22 cents does not cover all the transportation cost in a suit of clothes, the transportation charge for carrying the wool from the ranges and the cloth to the clothing manufacturer and other minor carrying costs enter into the consideration, but the final transportation charge is the principal one, and the other charges add only a few cents more.

New England shoes are shipped from Boston to Florida at a cost of less than 5 2/3 cents a pair. This is an increase of only one cent over the pre-war rate. The railroads also carry beef from Chicago to New York for a charge of about two-thirds of a cent a pound. Typewriters are carried from New York to St. Louis for 66 cents. A \$150 phonograph is carried by freight from New York to Atlanta for \$2.85. A grand piano is carried clear across the continent for \$39 and in carload lots for \$28.

These are typical freight rates, and they make it plain that American railroads give the lowest cost service in the world.

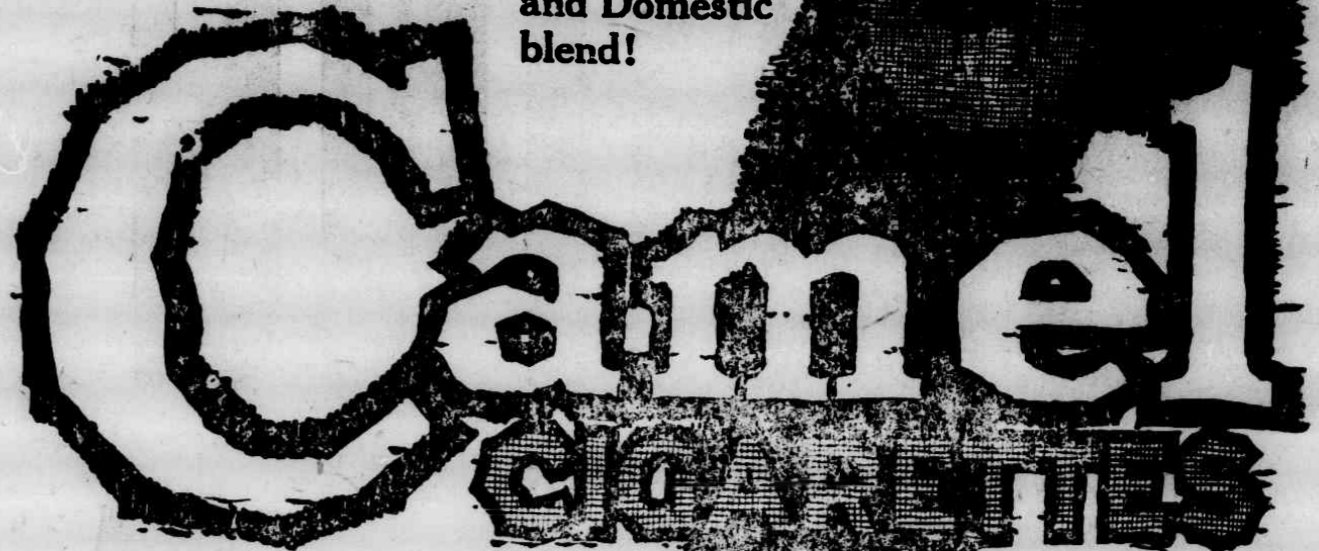
Even with a very considerable increase in rates to make the roads self-supporting, transportation will still be the cheapest thing the public buys.

INCREASED WAGES TOOK 97% OF INCREASED RATES.

Increase in freight and passenger rates made during federal control amounted to \$1,835,000,000 when applied to the traffic moved up to July 31, 1919, while the increases in wages applied to the number of employees and the hours or days worked in July, 1919, amounted to \$1,774,800,000, or 97 per cent of the revenue from the increased rates, according to a statement compiled by the Interstate Commerce Commission at the request of Senator E. D. Smith of South Carolina and presented by him in the senate on December 29.

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you will like this Camel Turkish and Domestic blend!



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Camels are sold everywhere in scientifically sealed packages of 20 cigarettes, or ten packages (200 cigarettes) in a glassine paper-covered carton. We strongly recommend this carton for the home or office supply or when you travel.

R. J. REYNOLDS TOBACCO CO. Winston-Salem, N. C.

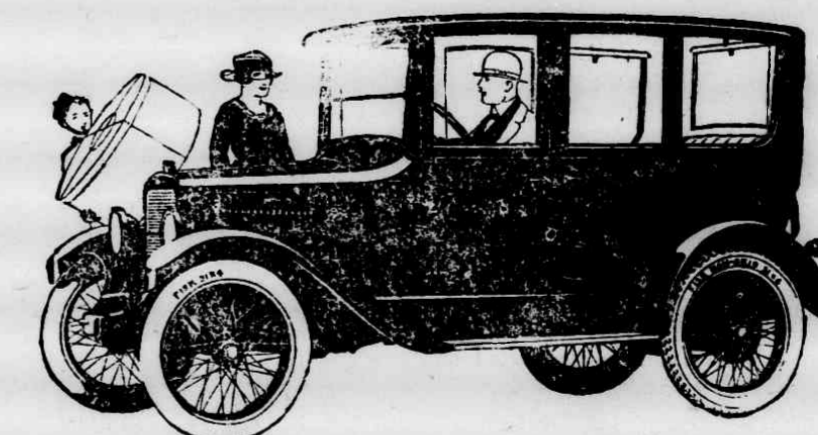


35,000 Owners Praise The New Triplex Springs

MORE than 35,000 owners of the new Overland 4 are enthusiastically telling their friends of the wonderful riding qualities of this car. Triplex Springs smooth out the rough road bumps!

"It would be an insult to put shock absorbers on this car." "The most advanced piece of work yet produced in the motor car line."—These are some of the sincere compliments paid Overland 4 by proud owners.

The Sedan weighs only 200 pounds more than the Touring Car



KING LIVERY CO.

NOTICE OF SERVICE BY PUBLICATION
North Carolina—Transylvania County—In the Superior Court, April Term 1920.
James M. Conner vs. Bessie Mae Conner.

The defendant above named will take notice that an action entitled as above has been commenced against her by the plaintiff in the Superior Court of Transylvania County, N. C., for the purpose of securing from the said defendant an absolute divorce from the bonds of matrimony now existing between them; and the said defendant will further take notice that he is required to appear at the next term of the Superior Court of said county, to be held at the court house in the town of Brevard, N. C. on the 12th day of March 1920, and answer or demur to the complaint in said action, or the plaintiff will apply to the Court for the relief demanded in said action.

This March 1st, 1920.
N. A. MILLER, C. S. C., Transylvania County, N. C. 6tp.

NOTICE OF LAND SALE BY COMMISSIONER.

North Carolina, Transylvania County. By virtue of and order made by the Clerk of the Superior Court of Transylvania county, N. C. in a special proceeding therein pending entitled Talley B. Clarke vs. Ellis Moore et al. in which order the undersigned was duly appointed a commissioner of said Court to make sale of the land described in the said petition after advertising the same according to law.

Therefore the undersigned Commissioner will sell, for cash, at the court house door in the town of Brevard, county of Transylvania, N. C. on Monday March 28th, 1920, the following described lands lying and being in Transylvania county, N. C. and bounded as follows, to wit:

In Gloucester township, adjoining the lands of John McCall and others, and bounded as follows: Beginning at a maple and white oak, John McCall's corner, and runs south with

McCall's line 84 poles to a post oak; thence south 43 1-2 east 96 poles to a chestnut the top of the ridge; thence north 85 deg. east 35 poles to a chestnut; thence south 61 1-2 deg east 106 poles to a box elder; thence south 2 deg. west 6 poles to a black gum; Moore's corner; thence north 30 deg. east 26 poles to a stake; thence north 39 deg. west 202 poles to a sourwood, Moore's corner; thence west 28 poles to a hickory, Moore's corner; thence south 62 deg. west 19 poles to a chestnut; thence south 11 deg. east 26 poles to a stake in McCall's line thence south 75 deg. east with aid line 21 poles to the beginning containing 100 acres more or less, being the same land conveyed to C. M. Moore now deceased, by G. H. Moore, and which deed is recorded in book 24 at page 481 of the deed records of Transylvania county.

This said sale to be made for the purpose of dividing the proceeds among the parties named in the said petition after the expenses have been paid, as the interest may appear.

This Feb. 20, 1920.
E. E. LOFTIS, Commissioner. 4tp.