

GREEN'S CREEK NEW MINISTER



New Pastor at Green's Creek.

Mr. Melton is now pastor at Sandy Springs, Green River and Shiloh, besides some other work nearer his home in Boiling Springs, N. C. He will take up his work here soon, and says he "will be able to conduct the revival services the third week in August. We extend to him and his family a cordial welcome in our community.

Postal Rates Restrict Postoffice Business--Low Rates Expand It.

On October 13, 1917, a bill was passed by the Congress and approved by the President, providing for four progressive increases in second-class mail matter and providing zone rates for advertising matter. In the same act we provided for three-cent letter postage. The reasons for increasing postal rates were that the Congress believed that it was an equitable way to raise additional revenue for war purposes. After the war, the rates on first-class mail matter, namely, letters, were reduced from three to two cents, but on second-class matter were not changed.

The Sixty-eighth Congress passed a bill raising salaries of postal employees in about the aggregate sum of \$70,000,000. The President vetoed the act on the ground that the rates of postage were not increased and that they should be increased in order to pay the increased salaries. Thereupon the Congress passed the act of February 28, 1925. This act provided, among other things, for an increase of one cent on postcards, left the rates on second-class matter substantially as fixed by the act of October 3, 1917, increased the tax on circulars from one cent to one and a half cents and added a service charge of two cents on fourth-class matter. It was believed by the Administration and by those who proposed the increase of rates that nearly enough additional revenue would be raised to pay the increase in salaries. On the other hand, those who opposed the increase of rates affirmed that there was a normal increase in the revenues of the postal department amounting to 7 per cent, or about \$42,000,000 a year, and that the increase in salaries would be met by this normal increase in income.

At the same session of Congress the Joint Commission on the Postal Service, consisting of three Senators and three Congressmen, two Republicans and one Democratic Senator, and two Republican Congressmen and one Democratic Congressman, were instructed to take proof upon the workings of the new rate and report back to the ensuing Congress. The Commission acted as directed, and held hearings last summer in Washington, Atlanta, Philadelphia, New York, Boston, Augusta, Buffalo, Chicago, St. Paul and Minneapolis, and later on held additional hearings in Washington all along during the session until a report was made on May 10, 1926.

These hearings disclosed that during the first six months of the operation of the act of February 28, 1925, the revenue arising from first-class postage was substantially just the same as the revenue derived from the old rates. In other words, instead of the increase in rates on postcards increasing the revenue on first-class matter, taken as a whole, there was such a falling off in the transportation of these postcards that the Government lost the normal increase. As to second-class matter, without exception, the overwhelming body of the proof shows that the publishers of newspapers and magazines, ever since the rates of 1920 went into effect, had been constantly decreasing the amount of second-class matter transported in the mails, and had diverted the same to transportation by baggage cars, express trucks, automobiles and other means of transportation where the rates of transportation were cheaper than mail rates. They all testified that enormous quantities of second-class matter was no longer transported through the mails.

The overwhelming body of the testimony was that the increased rate of one-half cent on circulars had kept 391,000,000 pieces of mail out of the mails, and those who distributed third-class matter, many of them, were using other means of transportation. In like manner, it was found that fourth-class matter, especially parcel post, had decreased enormously, such matter going into express or other methods of transportation. It was shown by the reports of the Postmaster General that some 721,000,000 pieces of mail in all classes were lost to our mails during the current fiscal year.

Under this state of facts the majority of the Commission, composed of all the members except myself, recommended that the one-cent rate be restored on postcards, that a private mailing-card system be instituted, that where individuals mailed newspapers or other second-class matter, that the charge should be one cent for every two ounces or fraction thereof, and that the special handling charge on baby chicks, fourth-class matter, be reduced.

The majority of the committee were unwilling to include a return to the 1920 rates on second-class matter. They were unwilling to restore the one-cent rate on circulars and they were unwilling to take off the two cents service charge on parcel post. I agreed with the committee as far as they went, but assert that they did not go far enough. My proposal, included in a minority report, is that the 1920 rates should be restored on second-class mail matter.

Our committee heard representatives from all the newspaper associations, magazine associations and individual publishers of magazines and newspapers throughout the country. Every single witness testified that under these rates the publishers had to resort to sending their publications by freight, by baggage, by truck, by

express, and the adoption of many other kinds of transportation in order to avoid the high postage. Without exception, they all testified they would prefer to use the mails, even at a slightly higher rate than they could obtain, but they could not stand the postal rates imposed. They were unanimous in the assertion that if the Government would restore the 1920 rates that it would bring enormous quantities of publications back into the Postoffice Department, and in their judgment it would mean tremendously increased revenues to the Government on the classes of publications which the Government can now handle at a profit under the 1920 rates.

In this opinion I concur. I believe if the 1920 rates were restored, the revenues of the Government would be greatly increased, and at the same time the senders of second-class matter and the public generally would be greatly advanced. I believe that the higher rate imposed under the act of October 3, 1917, was more than the traffic would bear, and that it has shut out an enormous amount of mail that could be transported by the Postoffice Department at a profit.

It is quite significant that the majority of the committee hold that the increase of rates on postcards from one to two cents caused a loss in revenue, because it kept postcards out of the mail, and yet, at the same time, they hold that the last increase of rates on second-class matter, though they were higher than the traffic would bear and resulted in keeping this matter out of the mails, yet the Government was not a loser thereby. It is a reasoning in which I cannot concur.

The actual facts as to a decrease in mails are shown in page 1426 of the hearings, wherein, in a memorandum submitted by the Postoffice Department, it is pointed out that on the advertising sections of second-class publications subject to the zone rate, the Department carried in 1902, 1,147,725,218 pounds, whereas in 1925 it carried 1,126,566,770 pounds, or 21,158,441 pounds less in 1925 than it carried in 1902, notwithstanding a 33 1-3 per cent increase in newspaper size in that period of five years.

Second-class mail subject to the zone rates is the only branch of the mail service which over a period of years has shown a decrease in volume. The evidence is overwhelming that this decrease in volume is due entirely to the present rates. Had second-class mail grown in volume from 1920 to 1925 in proportion to other classes of mail, and had the 1920 rates been maintained in effect, it is safe to say that the revenue from this class of mail in 1925, under the 1920 rates, would have been greater than actually produced by the higher rates.

The newspaper publishers cited very striking examples as to the withdrawal of their publications from the mails in order to obtain cheaper service outside of the mails. My substitute proposes to get these publications back into the mails, first, by a reduction in the general rate of newspaper distribution to the June 30, 1920, basis, and, second, by the creation of a bundle rate where the only service performed by the Postoffice Department is that of transportation.

One illustration given in the hearings as to the difference in the cost to the Postoffice Department for handling bundles, shows the need for such a rate. It was pointed out that one publication, if it used the mails, would pay to the Government \$252.90 per week, whereas the only cost to the Government for carrying that publication would be \$15.75 per week, or a difference of \$217.15. This publication has diverted its distribution of more than 30,000 copies per week from the mails to truck service, which it obtains at \$10 a day, or \$70 per week, thus making a saving in distribution of \$153.90 per week. Under the rates proposed in my substitute, the Postoffice Department would carry this publication at \$52.50 per week, if train service were available, and make a profit of \$36.75 and still cut under the truck rate of \$70 per week.

The evidence is overwhelming that the newspapers and the magazines every month are diverting more and more of their tonnage from the mails to cheaper agencies of transportation and distribution. Many of these agencies have sprung up because of the development of hard roads throughout the country providing new and cheaper forms of transportation than were available prior to 1920. It is most important to know that at the present time there are 500,000 miles of hard roads available for transportation and distribution of publications, as against 250,000 miles of roadroads. At the rate road building is proceeding in the United States, there will be 1,000,000 miles of hard roads in use within the next ten years.

Changed His Mind

The manager of a large warehouse in Glasgow who was much disliked, received an offer from an English firm and had just decided to give up his Glasgow job. His fellow employees thereupon collected a purse of money and presented it to him as a thank offering on the occasion of his departure. "Weel, weel," said Scottie as he took the purse. "I never thocht ye liket me sae weel, but noo that I see ye're sae vexed at me gaun' awa', I think I'll go gang, but jist bid

Rev. H. G. Melton, newly elected pastor of the Green's Creek Baptist Church, comes to us very highly recommended.



Jake Schafer Executing a Mass Shot.

distinct corner game, and was a brilliant three-cushion player. No doubt, young Jake would do any of them as well if he had to.

There are few cases of a son inheriting a gift to such a marked extent.

Sporting Squibs

Bombay boasts of a fine new horse racing track with a stand seating 20,000.

Jim Riley, hard-hitting first baseman of the Mobile club of the Southern league, has been sold to Dallas of the Texas league.

Atlanta of the Southern league announced the trading of Pitcher Cy Warmoth to the New Orleans club for Outfielder Sumpter Clark.

President William H. McCarthy of the new club in San Francisco, announces the team will officially be known as the Mission Bears.

Wally Marks, next year's football captain at the University of Chicago, has been selected by coeds as "handsomest man" on the campus.

The New York public is holding a voting contest to select the "worst book." One suggestion is the winter book on the Kentucky derby.

One of the old-time football soxies will not be renewed next fall as Williams college will meet University of Pennsylvania instead of Columbia.

Stanley Ketchel was one boxer who often found it difficult to get bouts, as promoters and managers feared he would kill opponents in the ring.

Manager Wade Killefer of Seattle, announces the signing of Ole (Swede) Johnson, former Hollywood high school pitcher, to an Indian contract.

Binghamton of the New York-Pennsylvania league, has traded Pitcher Elmer Hill to Nashville of the Southern league for John Newell, also a pitcher.

An Indiana paper says that on a bad road the most necessary spare part to carry is a good temper. Still it doesn't always get the car out of the ditch.

Perhaps the most coveted trophy that accrues to the winner of the woman's tennis championship is the unofficial but autocratic privilege of setting the styles in woman's sport garments.

VARIED PROFESSIONS THAT WOMEN CHOOSE



There are but few trades or professions that at this time do not have women working in or at them. The latest is the gasoline filling station—operated by women. Edith Crogale, twenty, of Ossining, N. Y., with her mother, operates the "Garden Gas Station," which is situated at Albany Post road and Highland avenue, Ossining, N. Y. The camera man caught the young lady while at work.

DON'T FAIL

To Attend
The
Chamber of Commerce
Meeting
Friday Night, June 25th.

Your Presence Is Requested

REAL ESTATE BULLETIN

Polk County's Foremost Real Estate Dealers

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The Mountain City with Natural Advantages

Community Building

Charm Plays Important Part in Real Estate

In nothing outside of art does the intangible element known as charm play so important a part as in real estate. The home-buyer is usually a very undecided and bewildered sort of person. He has a vague idea of what he wants, but can't quite find it. He is shown dozens of houses for sale. The price counts within his range. That is, say he will pay from \$6,000 to \$8,000 for a five-room house. Inside of that range the one thing that counts most with him is not the cost of the house, but whether or not he wants it.

Now that is where charm comes in. If the outlook is pleasant, the house convenient, and it has some beauty that makes him want it—the sale is made on your terms. If he does not quite want it, the price must be cut five hundred or a thousand dollars, to make the cheapness overcome his reluctance.

It is surprising how few builders realize the great commercial value of beauty and good taste. I can take two houses exactly alike, side by side. The least expensive thing about a simple little house is tinting the walls. It costs perhaps, for five rooms, less than \$75. I can tint the rooms in one of these houses a drab, depressing color; the other a bright, pleasant shade. The bright one will sell for \$500 more than the other—and sell months sooner.

Almost the entire secret in investing in city property is: Select a location that is growing better, and buy something that has charm.—William H. Wamby, in Hearst's International-Cosmopolitan.

Not All Workers Want Homes Near Factory

There is no demand from modern workingmen to have their homes within sound of the factory's whistle and within sight of its smokestacks, according to the executives of the Home Builders' and Subdividers' division. And it is by no means necessary or advisable to preempt for workingmen's homes areas that because of trackage facilities or other reasons are going some day to be needed by the city for industrial sites.

"Where his wife's card club is located is a great deal more important to a foundryman or machinist than where his work happens to be," the home building specialists agree.

Action of the regional planning commission of Los Angeles is cited by the committee as a typical instance of a city's recognition of the advisability in some cases of giving an industrial use precedence over use for housing. The commission is now excluding homes from certain districts in the city, because trackage facilities there need to be conserved for future industrial development.

Cites Zoning Benefits

Zoning is reflected in reasonable phone rates, gas and electric prices and in street car fares, Chairman Marshall of the board of zoning appeals declared in a speech before the Baltimore real estate board.

Mr. Marshall explained that the number of houses in new developments and the price of their construction regulates the number of inhabitants and enables public service corporations to forecast in advance improvements they must supply in the section concerned.

"The ability of the public service corporations to give service without large emergency expenses will result in lower costs to the consumer," Mr. Marshall said. "We in Baltimore should be allowed to pass legislation that will protect the public from a small minority."

Good Work Encouraged

The committee on craftsmanship awards of the Philadelphia Building congress has awarded certificates to 12 goldsmen, 8 craftsmen and 7 builders and subcontractors.

The object of the Philadelphia Building congress is to encourage and preserve in Philadelphia and its metropolitan area the spirit of craftsmanship and to give recognition to those whose skill, patience and toll have built well in the community.

READ THE POLK COUNTY NEWS.

AID TO BEAUTY



Under this... hands the... Building of... international... quickly... She direct... the small... great st... her share... of the 150th... of the De... since a success

32 MILE TUNNEL THROUGH CASCADES

National, State and Money to Aid.

Seattle, Wash., June 23.—A proposed 32-mile tunnel through the Cascade mountains has been authorized by the state of Washington. A committee authorized by the legislature will report next January on the feasibility of the plan.

The tunnel would be a national, state and county project. The Stimpson tunnel through the Cascades is only 1.5 miles long with a length of 2.5 miles. The fat tunnel in Colorado is 1.5 miles long. The main range of the Cascade divide is six miles long. It is used by both trains and automobiles and also is destined for conversion from the western to the eastern slope of the Rocky mountains.

Gen. H. M. Chittenden, who here in 1917, conceived the 32-mile Cascade project. He was the originator, too, of the ship canal which now runs through the city, within Seattle and Longington, on the city's main waterway with Puget sound and the ocean.

The Great Northern railway is starting an eight-mile tunnel through the Cascades to ease grade difficulties, cut operating and reduce operating time of several hours.

Tomb of Crusader Who Died in 1236 Is Found

New York—News was received here of the discovery in Jerusalem of the intact tomb of Sir Philip de Aubrey, Crusader and died there in 1236. Sir Philip d'Aubrey was the son of Henry III of England, Henry's monarch's infant. He was born in 1222 to embark on the crusade under the leadership of King Emperor Frederick II. Christians had been expelled from the Holy Land in 1187, but in 1229 obtained possession of the Holy Land by treaty with Sultan Kameel. He was in the hands of the Crusaders when d'Aubrey died in 1236, when d'Aubrey had been buried there. It was discovered the Muslims eight years ago.

This historical fact of the tomb of Sir Philip d'Aubrey had been discovered and it was discovered eighty years ago, when a Crusader church in the courtyard of the Church of the Sepulchre, the epitaph of Sir Philip, a Crusader and the d'Aubrey armorer. It has always been supposed that until a few weeks ago that it had been removed from Jerusalem and the Crusader had been buried in the courtyard of the church as paving material.

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