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TUESDAY AND FRIDAY
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LEE B. WEATHERS, President
RENN DRUM, Local Editor

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We wish to call your attention to the fact that it is and has been our custom to charge five cents per line for resolutions of respect, eulogies, obituary notices, after one death notice has been published. This rule will be strictly adhered to.

TUESDAY JAN. 22, 1924.

The method of raising the money for the county fair is a fair proposition.

It might be said Henry Ford put a "Silent Cal" muffler on the campaign flippers of the other candidates.

"It's allus leap year wid me," said Ike of Cesar Saturday as he leaned from in front of a flivver while jay-walking across the court square.

McCormack will sing in Russia. Perhaps some of those Soviets can interpret some of the songs garbled by the noted tenor.

A ghost is said to haunt the Goldsboro-Wilmington highway. There should be one at every dangerous curve, and probably there is but a fellow never sees it until he "gives up the ghost."

If everyone of the 1,592 students in the Shelby schools would each save 10 cents per week the total savings of all the children in one year would be \$7,810.40.

It is to be hoped that the proposed tax reduction is more in evidence than the weight lost by the stout people who fall for the get-thin-by-mail propaganda.

THE LAST TO COME.

Not so long after the armistice was signed the boys that were healthy and well or not suffering from anything more than "cootie" infection started coming home. Their coming covered a considerable period of time. There were others who suffered far more serious mishaps than just the "cootie crawl"—these came later from the hospitals, some unknowingly and others as well as they would ever be. The last to come did not do so by any expressed wish of their own, but because "back home" a father and a mother or other relative desired that the remains of the boy who gave his all rest under a familiar sod. Some parents who had their boys brought

back were criticised. These criticisms were in several different forms and were hard to answer. The mother that didn't wear a golden star or the father that hadn't lost a lad could hardly understand. The following touching story appearing in the Philadelphia Public Ledger is no doubt the best explanation as to why the last did come:

A high-powered army automobile clugged around a sharp curve of a dusty road in Pennsylvania, carrying a general and his aid. Suddenly they looked down upon the sad scene of a funeral party assembled at a humble farmhouse.

"He was a soldier, sir," replied an old man at the gate in response to an inquiry from the general, who had topped his car. And he added, "Killed in France, sir."

The general stepped from his car followed by his aid. The plaintive one in the old man's voice gripped the general's heartstrings. Entering the parlor of the house the general was met by a little woman. The shades were drawn and the casket rested upon two wooden horses. It was a metal casket, such as are provided for the shipment home of the soldier dead from France. A small cushion was upon the floor, and its condition told of its use by a succession of kneeling relatives and friends. Holding his hat in one hand the general knelt beside the little woman on the cushion in silent prayer.

"He was my boy," whispered the woman, who then asked, "I wonder if he served under you?"

"He did, madam," said the general, wiping away a tear from his cheek. "I am General Pershing, and I am so glad I was able to come to your son's funeral."

"I now understand," he later remarked to his aid, Colonel George Marshall, giving one last look at the funeral party starting upon its march to the cemetery, "what it means to our American parents to have even the bodies of their sons sent home from France."

TAX REDUCTION.

There is going on in Washington considerable talk about low taxes shall be reduced. Both parties are of course in favor of tax reduction, because this is a political year and a tax reduction program is a fine bait to hold out to the voters. Secretary Mellon has proposed a plan which meets the opposition of Senator Simmons, one of the leading Democrats of the House. On this subject the Yorkville Enquirer has this to say: "Secretary Mellon's plan is to get rid of the so-called nuisance taxes, which include taxes on telegraph and telephone messages taxes on admissions and miscellaneous taxes. From the first two sources the revenue is about \$100,000,000 and the miscellaneous taxes raise \$30,000,000 or \$40,000,000 more a good part of which can be cut out. But the main thing Mr. Mellon thinks is to cut the taxes on incomes, both large and small incom-

cs. He is after the surtaxes and the excess profits taxes. He considers that the taxes discourage the activity of capital and force it into non-taxable securities. He thinks that if there is a substantial reduction in these taxes on the rich people, there will be more business and industrial activity and thus will be added more to the benefit of the country generally than will be lost by cutting out the taxes. The Democrats would take part of the burden off both large and small incomes; but it wants more off the little fellow than off the big fellow. Also the Democrats would raise from \$50,000,000 to \$100,000,000 from stock dividends about \$100,000,000 from excess profits and another \$100,000,000 from inheritances. They argue that by this means they can give large relief to the individual tax payer and at the same time go on with the payment of the bonus. There are Republicans who oppose the Mellon plan and Democrats who favor it. There are scores of others who have still other plans. The prospect is for much talk, talk, talk; but whether or not there will be any real relief remains to be seen."

THE RATE FOR POWER.

We have been inclined to favor the action of the corporation commission in allowing an increase in the rate to 1.40 per hundred kilowatt, because the development of hydro-electric power in the Piedmont Carolinas is responsible in a large measure for our industrial growth and the producers of power should be allowed a reasonable return on their investment. However, we have learned there is a clause in the new contracts which the Southern Power Company offers the consumers of power, which requires an addition 1 rate when the power is generated by steam rather than by water. This works a great hardship on the manufacturing plants, some of the local enterprises having to pay \$500 more per month for steam-generated power. And the worse feature about it is, that the consuming plant has no way of knowing whether it is consuming steam or water generated power until the invoice is received at the end of the month. During the dry spells of weather through which we passed last Fall, the water stations are unable to produce sufficient power to supply the customers and the steam plants are called into service. But this makes a big difference in the cost of power and naturally the big difference in the cost of manufacturing, leaving the textile managers absolutely in the dark as to costs until the statement comes.

Prize Night Held At Lattimore School

Interesting Contests Held in Which Prizes Were Given to the Winners.

Special to The Star.
 Lattimore, Jan. 19.—On Friday night January 18th the Lattimore school observed what may fittingly

be called "Prize night" a readers and declaimers contest, in which pupils from the several departments of the school took part, was held in the school auditorium. Four prizes were given. A piece of gold money offered to the best reader in the high school by the Union Trust company was awarded to Bleaka Blanton. Marion Champion was the winner of a pair of shoes given by the Farmers Mercantile company to the best high school declaimer.

The other prizes were a gold trophy pin given by Prof. Lawton Blanton and a pair of shoes given by R. R. Hewitt and company to be awarded to the best reader and declaimer in the elementary grades. Margaret Stockton was awarded the trophy pin and Lyman Martin the shoes.

During the past several weeks the pupils have shown much enthusiasm over the contest. Fifty or more entered the preliminary contests which were held January 14. Of this number nine from the elementary grades and 12 from the high school were re-elected to enter the final contest.

The program Friday night was as follows:

Song, Glee club. The Flag Goes by, Lyman Martin; Jack's Big Sister, Margaret Stockton. Song of Marion's Men, Paul Blanton. What a Friend We Have Jesus, Mary Elizabeth Willis. Darby and Joan, Florine Wilson. Tom the Drummer Boy, Maxine Philbeck. The Birth of Our Nation, Howard Horn. Im Bad I Guess I Am, Genevieve Blanton. Psalm of Life, Arion McSwain. Back in Squashville, Agnes Lattimore. The Duty of an Educated Man to His Country, Wilbur Wilson. The Crisis, Lala Martin. Education of Women, Gladys Horn. Environment Necessary for Character Building, Florence Hamrick. Life, John Crawley. Towser Shall be Tied, Maude

Crowder, The Farmers Home, Marion Champion, Angelina Johnson, Bleaka Blanton. America First, Max Gardner. Address on Armistice Day by Woodrow Wilson, Charles Wilson. The Future of America, James Raburn.

The school was indeed fortunate in securing the following men as judges in the contest, Prof. O. P. Hamrick, of Bolling Springs; Prof. G. M. Lovelace of the South Shelby schools, and County Supt. J. C. Newton.

The girl with cotton stockings can't see a mouse.

Any man who thinks he has no chance is correct.

The optimist reads "no" from left to right.

Most of those who swore off swearing are swearing on.

A girl isn't a jewel just because she has a rich setting.

Muscle Shoals was a white elephant until Ford asked for it, and that started the circus.

When every dog has his day he wants to make a night of it.

If you haven't a new auto tag you are it.

Too many people think the Liberty Bell is a dumb-bell.

It is interesting to learn that a congressional bloc is formed by putting heads together.

W. C. FEIMSTER CANDIDATE FOR LIEUTENANT GOVERNOR

Hon. W. C. Feimster of Newton authorizes the announcement that he has definitely decided to enter the race for lieutenant governor in the democratic primary of next June. He has made this decision after much solicitation of friends from all parts of North Carolina, which has been increasing steadily since an item was sent out from Raleigh a few weeks ago that under certain circumstances he would become a candidate.

NEW SOUTHERN SCHEDULE CHARLESTON DIVISION

No. 113	Marion to Rock Hill	7:16 a. m.
No. 36	Rock Hill to Marion	9:57 a. m.
No. 35	Marion to Rock Hill	6:36 p. m.
No. 114	Rock Hill to Marion	8:08 p. m.

No. 35 makes connection at Blacksburg with No. 38 for north.

L. E. LIGON, Agent, SHELBY, N. C.

STAR WANT ADS BRING RESULTS.

SEABOARD AIR LINE RAILWAY COMPANY
 Arrival and Departure of Passenger Trains at Shelby, N. C.

Lv.	No.	Between	No.	Ar.
7:40a	34	Rutherfordton-Raleigh and Wilmington	34	7:40a
5:47p	31	Wilmington-Raleigh and Rutherfordton	31	5:47p
4:50p	15	Monroe-Rutherfordton	15	4:50p
11:02a	16	Rutherfordton-Monroe	16	11:02a

Schedules published as information and are not guaranteed.

E. W. LONG, D. P. A., Charlotte, N. C.
or G. SMART, Local Ticket Agent

STAR WANT ADS BRING RESULTS.

The Cost of a Car
is no measure of its value
These are the things to consider

THE cost of a car depends in large part on volume and efficiency. It is no criterion of value.

Studebaker builds 150,000 fine cars yearly. All of them are Sixes. The main costs are divided by that enormous output. Thus at prices of \$975 and up we offer the utmost in quality. We offer maximum values.

Don't judge these cars by prices. Under other conditions they might cost twice as much, yet offer less than these.

Some major costs

Quality cars require costly facilities. Studebaker has \$50,000,000 invested in modern plants and equipment. \$8,000,000 in drop forge plants alone. \$10,000,000 in body plants, to carry out the Studebaker standards.

There are 12,500 up-to-date machines employed to build these cars. Some are enormously expensive.

Few outputs justify such facilities. Then parts must be bought outside, and profits paid to others.

Studebaker engineering costs \$500,000 per year. That to us is \$3.33 per car.

Our Department of Research and Experiment employs 125 skilled men. It makes 500,000 tests per year to maintain our standards.

Our Bureau of Methods and Standards fixes the requirements for every part and detail. 12,000 inspections are necessary for each car to insure against flaws and mistakes. We employ 1,000 men to make them.

Cars like the Studebakers cannot be built without such facilities, such research, such care. Yet enormous output alone makes them possible at Studebaker prices.

The best we know

Studebakers represent the best we know. And with our army of engineers, with our wealth of experience, we probably know what is best.

We use 35 formulas for steels. Each is best suited to certain parts, as proved by years of tests.

On some steels we pay the makers a bonus of 15% to get them exactly right. There is no room to excel us there.

We machine the entire surface of each crank shaft, as was done on Liberty Airplane Motors. That extra cost is heavy. But thus we get

ations, including 15 coats of paint and varnish.

Open cars have real leather cushions. They cost, over imitation leather, about \$25 per car.

No closed cars could be more luxurious. That lining of Chase Mohair is made from the soft fleece of Angora goats. A velour lining would save about two-thirds that cost—up to \$100 per car.

Note how every detail denotes infinite care. That, as you know, is expensive.

Note the completeness of our larger models. The nickel-plated bumpers, extra disc wheels with cord tires, a steel trunk, a courtesy light. These are rare extras, even on the costliest cars.

Just Go and See

Studebaker is today the leader in the fine-car field.

Studebaker builds more quality cars than any other concern in the world.

Buyers of fine cars last year spent over \$200,000,000 for Studebaker models.

The demand for Studebakers has almost trebled in three years—as people found them out.

Then go see them. Compare them with any car you will. Don't spend \$1,000 or over without knowing what Studebaker offers. You owe that to yourself.

that perfect balance, that absence of vibration.

We use more Timken bearings than any other car which costs under \$5,600. They cost considerably more than ball bearings.

These facts apply to all Studebakers, of all styles and sizes. The materials used in all chassis are alike.

Beauty—Luxury—Finish

The Studebaker coach work has been famous for decades. No one can excel it.

The finish is produced by 26 oper-

Nothing is stinted

Compare part by part with any rival cars. Studebaker will show you some scores of advantages.

Then consider Studebaker history. For 72 years this name has stood for quality. When people rode in carriages, Studebaker built the best. Now those same traditions are applied to motor cars alone.

Consider Studebaker records. Mark how these cars in service have multiplied demand, until people last year paid \$200,000,000 for Studebaker cars.

Consider their service records. One Studebaker car, built in 1918, has run 475,000 miles. It is still in active service. It lately made a mid-winter trip from Los Angeles to New York. That means 80 years of average service, of 6,000 miles per year.

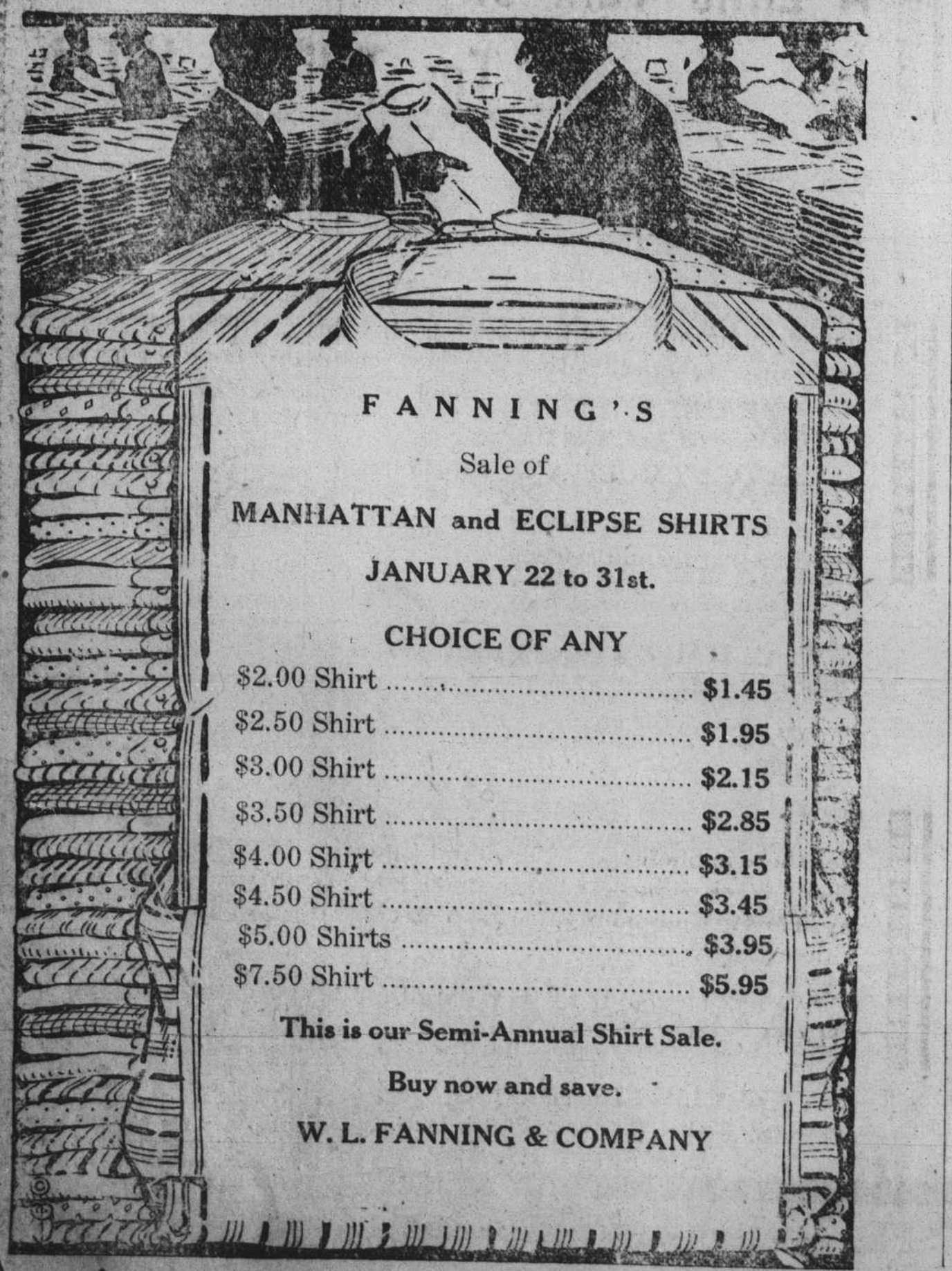
What more can you dream of in a motor car than the Studebakers offer?

LIGHT-SIX		SPECIAL-SIX		BIG-SIX	
5-Pass. 112" W. B. 40 H. P.		5-Pass. 119" W. B. 50 H. P.		7-Pass. 126" W. B. 60 H. P.	
Touring	\$995.00	Touring	\$1350.00	Touring	\$1750.00
Roadster (3-Pass.)	975.00	Roadster (2-Pass.)	1325.00	Speedster (5-Pass.)	1335.00
Coupe-Roadster (2-Pass.)	1195.00	Coupe (5-Pass.)	1895.00	Coupe (5-Pass.)	2195.00
Coupe (5-Pass.)	1395.00	Sedan	1935.00	Sedan	2685.00
Sedan	1485.00				

(All prices f. o. b. factory. Terms to meet your convenience.)

DOGGETT BROS.
 Shelby, N. C.

T H I S I S A S T U D E B A K E R Y E A R



FANNING'S
 Sale of
MANHATTAN and ECLIPSE SHIRTS
JANUARY 22 to 31st.

CHOICE OF ANY

\$2.00 Shirt	\$1.45
\$2.50 Shirt	\$1.95
\$3.00 Shirt	\$2.15
\$3.50 Shirt	\$2.85
\$4.00 Shirt	\$3.15
\$4.50 Shirt	\$3.45
\$5.00 Shirts	\$3.95
\$7.50 Shirt	\$5.95

This is our Semi-Annual Shirt Sale.

Buy now and save.

W. L. FANNING & COMPANY