

HE SOLD THE KING A THRIFT STAMP



Richard Siprelle, 11 years old, who is a student in the Crocker Intermediate School in San Francisco, won national attention recently when he sold King Albert of Belgium a 25 cent Thrift Stamp. The King had just seated himself in his automobile after an official reception in San Francisco when "Richard, the Lion-Hearted," braving the United States Secret Service men, leaped aboard the King's machine and thrust Thrift Stamp and card into Albert's hands. "Thank you," said the King, and then the King's car lurched forward leaving the kid behind. "I didn't want the two-bits," said Richard. "I wanted the King to know what a Thrift Stamp is."

Improved Road Talk Gives Way to Work

Let products flow smoothly from "land to men" summarizes the U. S. Department of Labor's point of view in offering a solution of the high cost of living problem. "The farm community," the department's report says, "should be linked with the city market. Railway, waterway and motor truck service should be effectively co-ordinated. Farm products such as milk, eggs, poultry, fruit and vegetables can, on seventy-five per cent of the farms, be carried in small containers and sent direct into the cities by truck, thus relieving the burden on the railroads." Upon reading the report the question which naturally arises is, are the farming communities awakening to the need of doing their share in creating the channels by which their products may flow smoothly from "land to men." An array of facts and figures are brought forth by E. Farr, director of the Firestone Ship by Truck Bureau, at Akron, O., to support his affirmative answer. The bureau, which has 63 branches in the United States, keeps in touch, through these branches and its special investigators, with all matters affecting the motor truck and its uses. "Motor trucks on improved highways," says Mr. Farr, "offer the farmers of the nation the best opportunity of starting products on a smooth flowing movement from 'land to men.'" And today the United States is carrying on the biggest highway improvement campaign in its history and in the history of the world. At the same time the factories are turning out an increasingly large number of motor trucks, most of which will go to farmers or into the service of farmers. It would appear, then, that the farmer is awakening fully to his opportunities in this respect. "He is simplifying his end of the distributive system by making it possible to speed his products to market, thereby lessening the number of agencies through whose hands these products will pass, with the consequent narrowing of the circle of those who might be tempted to add to the price which will be paid by the consumer. "Figures recently announced by the International Shipping Digest show that during the current twelve months \$375,000,000 will be expended on road improvements and maintenance of roads in the United States. From reliable sources it is estimated that in the same period the country will manufacture 180,000 motor trucks. "It is significant that the states which spend most freely for better highways and which manufacturers depend upon to buy the most motor trucks are states in which

farming is the most predominant among the occupations. "It is estimated that Kansas, which will spend \$8,000,000 on bettering its roads, will buy 20,000 motor trucks in the same period. "Minnesota has a road-building program calling for the expenditure of \$11,217,986. As an illustration of what the farmer in this great state things of the motor truck might be cited a statement recently issued by the Northwestern National Bank in Minneapolis in which it is said that 'trucks in large numbers, intended for immediate use in marketing grain, are being held to this large buying class' (the farmers), and elevator scales in many places are being revamped to accommodate the growing fleet of farmers' trucks. "Iowa, potential buyer of many motor trucks, will spend \$20,498,534 on better highways. "Thus it goes. In the farming communities the coming of the motor truck has made the era of good roads talk give way to the era of good roads construction. The farmer is doing his full share, to the best of his ability, in linking his community to the city market."

PROMPT PAYMENT TO INJURED MADE POSSIBLE BY KIRK

SALEM.—The time elapsing from the receipt of reports of an industrial accident by the state industrial accident by the state industrial accident commission to the time of mailing the injured workman a check for compensation will be cut from five days to less than two as result of improvements in the system of handling claims which have been worked out by Commissioner Will T. Kirk, assisted by the heads of all departments having to do with claims. Not only has the mailing of checks been expedited by Kirk's plan but the payment for time lost has been changed from paying on a monthly basis to paying for two weeks. Heretofore if a man were badly injured the payment was made for the month if the loss of time amounted to that period. Under the new plan if an accident is of such severity that it is self evident the man will lose much time, a payment for two weeks will be made at once and the claim will then go through regular channels and such additional compensation as may be necessary will be allowed.

JAP GOVERNMENT MAY LEGALIZE TRADE UNIONS TOKIO.—According to Japanese newspapers, the Japanese government has decided to introduce a bill in the forthcoming session of the diet for the legalizing of trade unions as the best means of effecting harmony between capital and labor.

RED CROSS GIVES FULL ACCOUNTING

War Council Tells How Millions Contributed by Public Were Used For Relief.

BIG TASK IS DESCRIBED

In Twenty Months \$154,000,000 Was Spent Overseas and \$119,000,000 in the United States.

Washington, (Special).—Through a complete report of the work of the American Red Cross in the war by Chairman Henry P. Davison, on behalf of the war council, the organization on the eve of its annual enrollment of members during the Third Red Cross Roll Call, November 2 to 11, has rendered an accounting of the many millions given it by the American people to help our fighting men and our allies. The statement is, in part, as follows: "The war council of the American Red Cross is now prepared to make a complete accounting to the American people of money contributed, and expended, as well as the work done by the American Red Cross during the period in which the war council was in control of its affairs. The war council was appointed May 19, 1919, and went out of existence February 28, 1919. "It was the practice of the war council to give complete publicity to its policies and finances, but it is only now that a picture of the war period as a whole can be presented. It is the feeling of the war council that a report in this summarized form should be made directly to the public which provided the money and gave the effort which made the American Red Cross a success. "A statement of the American Red Cross effort and finances since the war council relinquished its control will be made to the public through the executive committee, and it is important, therefore, that the fact that this report covers the period only until March 1, should be carefully noted. "Following are certain round figures covering American Red Cross participation in the war, as revealed by the war council's report:

Some Outstanding Figures. Contributions received (material and money). \$400,000,000 Red Cross members: Adults, 20,000,000; Children, 11,000,000 Relief articles produced by volunteer workers. 371,577,000 Families of soldiers aided by Home Service in U.S. 500,000 Refreshments served by canteen workers in U.S. 40,000,000 Nurses enrolled for service with army, navy or Red Cross 23,822 Kinds of comfort articles distributed to soldiers and sailors in U. S. 2,700 Knitted articles given to soldiers and sailors in U. S. 10,500,000 Tons of relief supplies shipped overseas 101,000 Foreign countries in which Red Cross operated 25 Patient days in Red Cross hospital in France. 1,155,000 French hospitals given material aid 3,780 Supplies supplied for American soldiers 294,000 Gallons of nitrous oxide and oxygen furnished French hospitals 4,340,000 Men served by Red Cross canteens in France. 15,376,000 Refugees aided in France 1,726,000 American convalescent soldiers attending Red Cross movies in France 3,110,000 Soldiers carried by Red Cross ambulances in Italy 148,000 Children cared for by Red Cross in Italy. 155,000

Of the \$400,000,000 in money and supplies, contributed to the American Red Cross during the twenty months the war council was in existence, \$263,000,000 was allotted to national headquarters, while \$137,000,000 went to the chapters to finance their activities. Expenditures in the twenty months totalled \$273,000,000, divided as follows: By national headquarters, in France, \$57,000,000; elsewhere overseas, \$64,000,000; in the United States, \$48,000,000; by chapters in the United States, \$43,000,000; cost of chapter-produced articles distributed in France, \$25,000,000, elsewhere overseas, \$8,000,000; in the United States, \$28,000,000, making total expenditures in France, \$82,000,000, elsewhere overseas, \$72,000,000; in the United States, \$119,000,000.

Join The American Red Cross. All you need is a heart and a dollar.

Women of Armenia Help Build Roads

(By the United Press)

MARASH, Mesopotamia, Oct. 25.—One hundred miles of stone roads and several reconstructed steel bridges are among the permanent monuments that America will leave in this part of the Near East.

When the Red Cross arrived here it found that the condition of the highways would hamper its relief operations among the refugee Armenians in this district. So it set about to rebuild stretches of roads between Aintanb, Aleppo and Marash. Captain Edward Bickel, of Seattle, Washington, was placed in charge of the engineering work. He had to overcome difficulties which would have halted many contractors of public works in America. There was no male labor, materials were scarce, and small burros and camels were the only means of transport.

He settled the labor question by hiring Armenian women, who were glad to have employment of any kind. There were 500 Armenian women on the payroll of the Red Cross in this road building work. Materials were attained from abandoned homes which had been partly demolished during the war. Convoys of mountain burros and camels were hired to transport the material.

In less than four months this female labor and ancient transport, under American direction, had reconstructed 100 miles of roads, rebuilt several ruined bridges over tributaries of the Euphrates river, and made possible the speedy distribution of Red Cross supplies in this district.

First Health Board on Baltic Coast

(By the United Press)

REVEL, Esthonia.—(By Mail).—The republic of Esthonia, one of the half dozen political offshoots of the old Russian empire, has established a national bureau of public health—the first institution of its kind to be founded by one of the new Baltic states.

Esthonia's national health bureau came into being as the result of a series of conferences, just concluded, between Minister-President Strongmann and Lieutenant Colonel Edward M. Ryan of Seranton, Pa., American Red Cross commissioner for western Russia. Colonel Ryan insisted on the establishment of the national health board as a condition precedent to the enlargement of the American relief program in Esthonian territory. Since its establishment as an independent state, Esthonia has had no central medical control. The

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Red Cross was early on the scene with medicines and hospital supplies which were distributed to the institutions found to be in the greatest need. Local organizations were hampered in their work in the interior because of the difficulty attending a proper allocation of the relief supplies coming into Revel.

SCARECROWS USED TO SOLVE COAL PROBLEM

GREENSBURG, Pa.—A farmer named Miller, living along the Conemaugh division of the Pennsylvania Railroad company, near Tunnelton, has solved the problem of coal supply for his family. This farmer has a big corn field facing the railroad for a quarter of a mile. As a means to keep crows out of his corn field, Farmer Miller constructed three modern scarecrows just inside his fence. He rigged up his scarecrows with hideous and most grotesque false faces. The scarecrows attracted the attention and the aim of the brakemen on the coal trains and every knight of the brake wheels

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made it his business every time his coal train passed to shy a black diamond at each scarecrow. Noting the growing coal piles Miller constructed three additional scarecrows in his cornfield. His coal bin is rapidly filling.

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