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Colleges build beautifully designed buildings because architecture influences the development of character. College men wear correctly designed clothes because they know that the right styles develop self confidence and other qualities of leadership.

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"The One Price Store"

**LARGE NUMBER
FREIGHT CARS
USED BY FORD**

Detroit, Mich., March 26.—More than half a million freight cars, one-fifth the freight car ownership in the country, are used annually by the Ford Motor Company's main plants and various branches, according to figures just given out here.

The average freight charges paid through the Detroit offices direct to railroads, that paid by branches on minor shipments, and freight charges on direct shipments made from manufacturing institutions to branches approximates \$78,200,000 annually. Adding to this about \$75,000,000 paid by dealers on shipments of autos received by them, brings a conservative figure of \$150,000,000 paid every year in freight charges through the instrumentality of the Ford Motor Company.

An average of 860 car loads of freight are handled every day and out of the Highland Park and River Rouge plants alone, and it is estimated that on the Ford Motor Company's account 50,000,000 pounds of freight in car load lots are handled every day in the Detroit district.

Shipping space economies, effected through the Company's unique methods, are seen in the fact that while parts shipments to the assembly branch plants are figured at 10 units per freight car, in rail shipments of completed cars from the branches to the dealers, only six assembled Ford cars and trucks can be loaded into a standard 36-foot box car.

The larger part of the Ford freight with the Detroit, Toledo & Ironton, the Ford railroad, as either the initial or participating carrier and especial attention is paid to the classifying of all freight, so that not only the company but the dealer as well receives the benefit of export services in freight classification and rate adjustments.

Employment in the Ford Motor Company organization is now at the highest point in the company's history and reflects in a general way the prosperous condition existing in the country as well as in the automobile industry.

There are approximately 157,000 workers employed in Ford industries in the United States, according to recent figures. Of these, more than 24,000 work in branch assembly plants.

The largest number employed in any single manufacturing unit, is, of course at the Highland Park plant at Detroit, where 68,500 men are at work.

The biggest increase in the number employed at any place during the last year was made at the River Rouge plant of the company. A year ago 28,000 men were employed there, while today there are nearly 42,000 workers on the payroll.

Other manufacturing units, including the Lincoln car plant at Detroit, and the plants at Kearny, N. J., Hamilton, Ohio, Green Island, N. Y., Glassmere, Pa., and Poughkeepsie, N. Y., employ close to 11,000 men.

Smaller plants around Detroit give employment to more than 800, while at the present time there are over 4,000 men at work on the company's timber and iron ore properties in the upper peninsula of Michigan.

Ford coal mines in Kentucky and West Virginia are giving employment to more than 3,500 men and the Detroit, Toledo & Ironton, the Ford railroad, employs in excess of 2,500 men.

There are in addition to all these some 700 employees in the Henry Ford hospital at Detroit, more than 700 in the Henry Ford Trade School at Highland Park and there are more than 11,000 employees in the foreign branches of the company.

Lesson IX. Under the judges the nation degenerated into a condition of anarchy. Through the ministry of Samuel, the last of the judges, the nation was brought back to God.

Lesson X. Because of their desire to be like other people Israel demanded a king. Saul was given in response to this request. Though blessed with a great opportunity he forfeited God's favor. God removed him from being king and his career ended in disgrace.

Lesson XI. David, a shepherd lad, so prepared himself while looking after his father's sheep, that at the critical moment he slew the Philistine giant. God elevated him to be king, and through his leadership the kingdom was thoroughly organized and all his enemies subdued.

Lesson XII. Because Solomon sought wisdom instead of riches God greatly honored and blessed him.

Laws. Laws are not invented; they grow out of circumstances.—Asaiah.

Extreme Rigor. An extreme rigor is sure to arm everything against it.—Burke.

Prefer to Be Happy. Too many wish to be happy before becoming wise.—Mad Necker.

**A Political Stroll
Around Washington**

Written Specially for The Chronicle. By ROBERT FULLER (Through Autocaster Service)

Washington, March 25.—There are many, many Republicans; many, many Democrats, and many, many Progressives in this town. Had one time to interview each individual of each group and ask an opinion on the political situation during these pre-convention days, no doubt he would receive as many different views. Fact of the matter is—no one knows. There is an entirely new political situation existing—through which none have gone—nor have any a precedent to follow.

Perhaps the Democrats are on a more even keel, so far as the party leaders and party bosses are concerned, and, it is possible the convention will iron out into a conclave closely resembling several such former events.

In Republican ranks, however, conditions are entirely different, inasmuch as state, sectional and national leaders—men who in the past have molded national conventions and brought forth to their liking, have no control over the situation.

Coolidge looms, one could almost say dominates, not because the party leaders want him but simply because he is President and no other Republican is in the cast with enough popular appeal to give leaders a chance to swing the convention choice in that direction. Without, Coolidge commands the support of all the leaders, with the now seeming obvious exception of LaFollette.

Reports from the country at large indicate that the voters are dazed by the rapidity of recent changing situations, resulting a lack of crystallized sentiment. That means that the party machines, which worked at all times, will prevail. In the parlance of free language, "Coolidge is sitting pretty."

Now, with the Democrats, the South is for Underwood; the West still clings to McAdoo; the East is for Smith of New York; while the Middle-West is a bit undecided, except in Indiana, where they confidently anticipate that Ralston will be jockeyed into the nomination. Ohio is again talking Cox and of how gallantly he carried the fight through a hopeless campaign,—they think this entitles him to another chance.

One can even hear again the name of Henry Ford in connection with the Democratic nomination. Of course, bosses Murphy, Taggart and Brennan will have much to say about that. But nevertheless, one still hears the name of Ford in this connection. Some of the Ford supporters here claim that the oil investigation exposures, coming since his endorsement of Coolidge, makes it easily possible for him to say his faith was misplaced and that the odor of oil changed the entire complexion of things.

Colonel Bryan will be among those present and, of course, will be heard from. His opposition to Underwood in the South has caused him to go on record with four choices—in the order named—Murphy, in Florida; Neff, in Texas; Musgrove, in Alabama, and Robinson, in Arkansas.

Summed up, the Democratic situation is not so simple after all. There are a few hard combinations yet to be figured out.

LoFollette, on an independent ticket, seems assured—unless great upheaval should occur at the Cleveland convention—and, say, a man like Kenyon of Iowa, given the Regular Republican nomination instead of Coolidge.

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**ANOTHER YEAR OF SAFETY
RECORDED BY THE SOUTHERN**

Atlanta, Ga., March 23.—Of 18,310,018 passengers who rode on Southern Railway System trains during 1923, not one was killed in a train accident or as the result of any failure or negligence on the part of the railway, this duplicating the record of 1922, says a statement issued by the Safety Department of the Southern.

Passengers handler in 1923 showed an increase of 641,408 over 1922 and the average distance traveled by each passenger increased from 62.17 miles in 1922 to 68.5 miles in 1923 when a total of 177,712 passenger trains were operated as against 177,084 during the previous year.

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MOVIE WEEK

CASINO

WHEN EVERYBODY GOES

Monday, March 31st—"Where the Pavement Ends"

Story by John Russell—Directed by Rex Ingram, starring Edward Connelly, Alice Terry, Ramon Navarro and Harry T. Morey. You should remember that you have here a picture that ranks with the best of the season's output that has proven to be so with all Rex Ingram pictures. Also Pathe two-reel comedy.

11c and 28c

Tuesday, April 1st—"Boston Blackie"

From the famous "Boston Blackie" stories, featuring William Russell and Eva Novak. With a real dramatic punch. Also "Fighting Skipper" No. 13.

11c and 22c

Wednesday, April 2nd—"Money! Money! Money!"

With Katherine MacDonald. One of her good human interest stories, her best offering in this one. Also "Leather Pushers" adapted to the screen by H. C. Witwer, and you will find the two-reel features with the spice of variety, to please all men and women.

11c and 22c

Thursday, April 3rd—"Blow Your Own Horn"

Featuring Ralph Lewis. Here is a picture booked on reputation and highly praised to give universal satisfaction—don't miss it. Also two-reel comedy.

11c and 28c

Friday, April 4th—"Jazzmania"

Story by Edmunds Goulding—Featuring Mae Murray and is better than "Broadway Rose." In this picture Mae Murray does her best acting. Also "Fighting Blood" No. 6.

11c and 28c

Saturday, April 5th—"Salty Saunders"

Featuring Neal Hart. It is he-man pictures. Also William Duncan and Edith Johnson in "Steel Trail" No. 1. Don't miss the popular star as he is the serial king and knows the game, and just what folks like to see. Also one-reel comedy.

11c and 28c

Coming Attractions: "After the Ball," "Broken Wing," "Call of the Wild," and "Broadway Gold."

"HUNCHBACK OF NOTRE DAME" April 15th and 16th.

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