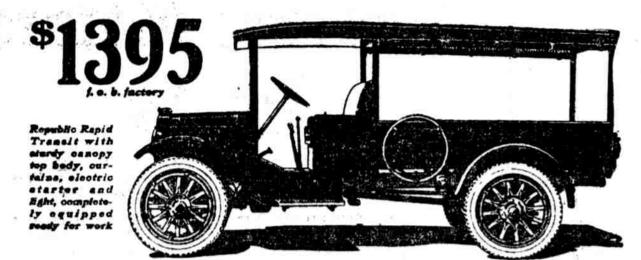


is delighted with its great advantages in solving hauling problems.

Local merchants have been wonderfully impressed by its remarkably low price of \$1395 f. o. b. factory, for the completely equipped truck.

This low price is naturally a tremendous advantage to the buyer and could not be given except by Republic, the world's largest exclusive truck manufacturer.



A Sensational New Truck That Saves Money Every Trip

The Republic Rapid Transit is distinctive -- designed by truck engineers and built entirely of truck size units. It so combines power and speed that its service in Rapid Transportation is a source of satisfaction and profit to all users.

It will do actual truck work continuously for years, with lowest cost of upkeep.

Its consumption of gas and oil will be found surprisingly low, because of superior Republic design and scientific construction.

Come in and see all the new Republic Trucks during the Celebration Sale,

A Substantial Gift

of important value goes to every purchaser this week of any of the following new Republic Trucks: 1 ton: 1% ton: 2% ton: 3% ton.

This sale is your ideal chance to judge for yourself unmatchable truck values we are offering local buyers now.

Don't Delay!

Save Money! This Week!



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It's Your Right to Know if Coal Prices are Wrong

IS the price of anthracite coal unfair? The public is entitled to all the facts. Here are some of them as they relate to the price of anthracite at the mine. Others will follow.

Trace the course of a dollar spent today for anthracite. .The price situation unfolds as you go forward. For example, the mine owner takes the dollar and puts it to work.

The first call upon it-and therefore mentioned first -comes from mine workers. They take approximately 65 cents of it for wages. Wages are fixed by the 1920 award of the U.S. Anthracite Coal Commission, decreeing that the scale remain in force until March 31. 1922.

Thirty five cents of the dollar is now available. To be spent how? Fifteen cents goes for various supplies necessary in maintaining the mine, its breakers and pumping plants. Not a penny of profit clings to the mine owner in these purchases.

The dollar now is down to twenty cents. These go for insurance, taxes, selling expense, depletion, depreciation of plant and equipment-and such uninsurable risks as strikes, mine fires and floods. What remains is the "margin" out of which the profit must come.

The U. S. Federal Trade Commission says:

"Margin must not be confused with what is often called profit. Selling expense, interest, income and excess profit taxes, as well as other items, must be deducted from it before the net profit available for dividends or surplus from the operation can be determined .- "

What Is the Anthracite Producers' Profit PER TON?

The facts as established by the U.S. Federal Trade Commission are published broadcast. They are known to all men. Anthracite owners' "margins," according to that authority were less than 39 cents per gross ton in 1918. This represented operations producing 95 per cent of the total tonnage of freshmined anthracite.

From 1913 to 1918 inclusive (covering the war period) the margin on which mine owners depended for profit was 42.8 cents per ton. From this had to be paid interest, selling expenses, Federal taxes, etc., before anything was available for dividends.

In other words, whatever the price you paid for coal -- say \$7 to \$14-the mine owner on the average never retained more than 43 cents per ton on your total coal bill. This shows that there were no inflated war-time profits.

Today the average "margin" in the anthracite region does not exceed 60 cents a ton. The operator is fortunate whose margin approximates that figure. Only a few exceed it, most of them make less, and many are operating at a loss.

