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List of Achievements of Army And Navy.

The following statements are from the Official Review of the First Year of War, made public by the Committee on Public Information:

Total estimated expense of the United States Government in the first year of war without loans to the allies is \$12,067,278,679.07.

During the first year of war the United States Army has increased in actual strength from 9,524 officers and 202,510 enlisted men to 123,801 officers and 1,528,924 enlisted men. Strength of the Navy today is nearly 21,000 and 339,000 enlisted men; strength a year ago was 4,792 officers and 77,946 enlisted men. The total number of persons now in the Naval Establishment exceeds 425,000.

The first contingent of the expeditionary forces landed safely at a French port 88 days after war was declared. American troops went on the line for their baptism of fire 187 days after war was declared.

Nearly 73,000 mechanics and other civilian employees are working at navy yards and stations.

More than 700 privately owned vessels have been purchased or chartered by the Navy.

Some 300 wollen mills are working on Army contracts.

Over 20,000,000 pairs of shoes have been ordered for the Army.

Treasury Department floated \$6,616,532,300 subscriptions to Liberty bonds.

Loans to a total of \$3,882,900,000 had been made to cobelligerent nations to end of 1917.

Total weight of steel thrown by a single broadside from the Pennsylvania today is 17,508 pounds; maximum broadside of largest ship during Spanish-American War was 5,660.

Two weeks after war was declared contracts had been made covering the requirements of an Army of 1,000,000 men, this material comprising 8,700,000 items.

More than 11,000 manufacturers bid for Navy business.

Total deaths in Army from April 6, 1917, to March 14, for all causes, was reported by The Adjutant General's Office to be 1,191. Of this number, 132 were reported as killed in action and 237 died or were lost at sea. The total number wounded in action was 404. Thirty-five men have reported as missing; 28 of them are said to have been captured. Casualties in the Navy and Marine Corps from April 6 to December 31, 1917, include 5 naval officers and 139 enlisted men, killed or died from wounds. No officers were reported as wounded in action, but 10 enlisted men were so reported.

Government now operates 260,000 miles of railway, employing 1,000,000 men and representing investment of \$17,500,000,000.

Bonds, certificates of indebtedness, war-savings certificates, and thrift stamps issued by the Treasury up to March 12 totaled \$8,560,802,052.96.

The United States Government had loaned to foreign Governments associated in the war on March 12, 1918, \$4,436,329,750.

To March 12 the War-Risk Insurance Bureau had issued policies for a total of \$12,465,116,500 to the armed forces.

Allotments and allowances to soldiers' and sailors' dependents paid by the Government in February amounted to \$19,976,543.

The Ordnance Department manufactures about 100,000 items. One type of gun with its carriage has 7,990 parts, exclusive of accessories.

For training troops in cantonments 1,000,000,000 rounds of ammunition have been bought.

The Navy has developed an American mine believed to combine all the

good points of various types of mines, and is manufacturing them in quantities.

Army medical training schools have been created with capacity of 21,000 officers and men—15,000 enlisted men and 6,000 officers already trained and graduated.

Naval communication service operates all radio service; 5,000 youths are studying radiotelegraphy at two naval schools.

Medical officials numbering 1,675 are members of the Medical Department of Navy. Navy maintains 12,000 hospital beds and 5,000 are being added.

Of 63,203 candidates for officers' commissions at two officers' training camps 44,578 were successful; a third series is now in progress with 18,000 attendance.

During the year the latest type of naval 16-inch gun was completed for our new battleships; it throws a projectile weighing 2,100.

When war was declared 123 naval vessels were building or authorized, and contracts have been placed since that time for 949 vessels.

Before the war a total of \$1,500,000 had been appropriated for air service. Congress has made \$691,000,000 available for aircraft production in first year of war.

Over 20 large companies are manufacturing airplanes, 15 are producing engines, and more than 400 are producing spare parts, accessories, and supplies.

Naval training camps have a capacity of 102,000 in summer, 94,000 men in winter.

In 16 cantonments 650,000,000 feet of lumber were used.

Paymaster General of the Navy drew checks for more than \$30,000,000 in one day—February 23—for munitions; total advertised purchases for the Navy for 1915 were \$19,000,000.

Bombardment of Paris Was Resumed Sunday.

Paris March 31.—The bombardment of Paris by long range German guns was resumed at 2:15 p. m. today.

At the services this morning the churches were even more crowded than is usual on Easter Sunday.

No unexploded shell from a gun bombarding Paris has thus far been found. However, there have been examined in the municipal laboratory of sufficient size to permit the directors to reach certain conclusions. They are of the opinion that a double fuse is used, and that the guns fire 8 1-4 inch shells.

Apparently four guns are being used, two on each alternate day. The tubes of the guns, which are rifle guns, are more than 60 feet long. The installation and adjustment of the guns require at least three months. Doubtless they are concealed under mountains of cement, rendering it most difficult to locate and destroy them.

Great Activity Sunday in Zone of American Troops

With the American Army in France March 31.—Great activity continued Sunday throughout the zone where the American troops are quartered. It began at 4 o'clock this morning when heavily loaded motor camions began rumbling through the streets and over the roads, which by noon were crowded with camions, both motor and horse drawn, marching men, horses and artillery. As on Saturday some parties were going in one direction and some in another. The Americans passing were cheerer by others who stood along the roads watching the virtually endless processions, some of which were miles long.

UNITED STATES SHIP BUILDING SPEEDING FASTER EVERY HOUR.

Dr. Eaton, Fleet Corporation Section, Heroic Work Has been Done in Organizing Industry.

New York, N. Y.—That the entire program of the United States Shipping Board in construction is speeding faster every hour, and that the causes for delay have inhered in those qualities which reflect the general disinclination of the American people, before they entered the war, to make preparations for war, was declared by Dr. Charles A. Eaton, chairman of the national service section before he took the train for Washington Friday noon.

"Up to the present time," said Dr. Eaton, "the most heroic work has been done in assembling material, building yards, organizing a working force and developing the practical details of the greatest industrial undertaking in the history of the world. Five years would have been too little time for doing what has been crowded into less than one year. In fact, the present program of the United States Shipping Board is greater in every particular than the entire shipbuilding program of Great Britain, which has taken centuries to evolve and which has back of it the most experienced maritime nation in the world.

"We shall doubtless have several months in the immediate future when the submarines will carry on their destructive work without adequate results in shipbuilding here, but all this time a great number of ships will be rapidly nearing completion, and suddenly they will begin to go into the water in such numbers as to have never been seen before in the history of the shipbuilding industry.

"It is useless for our people to ask impossibilities. Time is the essence of this situation. The ships are in process of construction today in over 100 yards. Many of them are nearing completion. Some have been completed."

"How many?" interjected the interviewer.

"That is the information the Shipping Board cannot give out," was the reply.

"Is Senator Lodge right in saying that only two ships have been launched?" Dr. Eaton was asked.

"According to a reliable statement some days ago," said Dr. Eaton, "America put nine new ships into the water in January, 17 in February and 23 in March. These were ships built from keel up." Dr Eaton did not care to discuss, for publication, the statement made in this city this week by Edward N. Hurley, chairman of the Shipping Board, that the shipping program was 28 per cent completed.

"There is absolutely nothing to conceal about our shipping program," he went on. "And there is nothing to fear, and still less to be ashamed of. I have had first hand acquaintance with managers and men over a large section of this country in the last few months, and considering all the difficulties, I think the present situation reflects the utmost credit upon the men who are building these ships. You cannot rub an Aladdin's lamp and get a fleet of new ships over night.

"Let us take an illustration of what has been done, an illustration of work done near by. The Submarine Boat Corporation in Port Newark, N. J. last September went into a swamp on the shores of Newark Bay, which contained, absolutely nothing but mud and bullrushes. Since then they have built the second largest shipbuilding yard in the world. They have done this during the worst winter in the memory of man. They are within a few days of the completion of this vast shipbuilding plant. They have 28 shipping ways finished. A few days ago they had already laid 18 keels. A number of ships are speeding toward completion. Since last September this vast organization of 12,000 men has been forced to do nothing else but prepare to build ships. This preparation could not have been completed under ordinary conditions in years.

"Under war conditions it is being accomplished in six months. The same rapidity with which the plant itself has been built will from now on

produce ships faster than they were ever built before. What is true of the Submarine Boat Corporation is true also of scores of other shipyards."

Asked to give his opinion of the causes of the delay in the shipbuilding program, Dr. Eaton said:

"The great American sport for the last generation has been side-stopping difficulties and moral issues. We have succeeded in the ordinary affairs of life in postponing many difficult decisions. This war fell upon the world like a bolt from the blue. It took the American nation two years and nine months to get into the war. During that whole period, we were resolutely determined as a nation to keep out of the war and to avoid warlike preparations on any reasonable scale. There is no one to blame for this lamentable situation except the American people themselves."

Dr. Eaton added that in his opinion the American people had been given what they had asked for and he said that they ought to take their punishment without complaint. "In our country," he declared, "the opinion of the people is supreme. We make our own Government, we tell it what to do and how to do it. If the American people had given its Government a mandate to prepare for this frightful menace, we should now have millions of men in France and plenty of ships to keep them there. But running true to form, we refused to make preparations until the war was actually begun by our Government. Since then we have been holding the sword in one hand and the trowel in the other. We find our selves under the necessity of doing with one hand under war conditions in a few months what we have not done with both hands under peace conditions in years.

"This explains all the confusion in efficiency, delays, extravagance and failures, in any department of our war program. And this criminal indifference for which every man, woman and child is responsible, will cost us countless lives and will prolong this war considerably. It only remains for us to face the actual facts as they are, to waste no time to fault-finding or in complaining over what might have been. We are face to face with deadly danger. We come of fighting stock. Let us gird up our loins and go to it, and at any cost of money, of work, or manhood, win the war.

"I am strong for the shipping board and its program, for the management and the men in the yards. We have a great and creditable proposition, and we are going to put it through. We are only as much to blame for the delays as are the rest of the population of our country."

\$500 Fine to be Used In Purchase of Home.

Winston Sentinel.

An unusual judgement in the criminal court was entered last week here by Judge Thomas J. Shaw. A defendant convicted of assault with deadly weapon on an old lady about seventy years of age. She lived with her son, who was a tenant on the farm of the defendant.

In such cases Judge Shaw indicated that his policy is to enter a road sentence, but in this case, when the jury returned its verdict of guilty, Judge Shaw taxed the defendant with the costs and required that he pay in to the court the sum of \$500.

The court further instructed the clerk to hold the fund in trust for the benefit of the aged woman, who was prosecuting witness, until such time as the clerk could secure a tract of land which the old lady could occupy as a home. He instructed the clerk to locate the property, negotiate the purchase and see that the woman received a good title to the property purchased. "I want this old woman to have a place that she can call her own and upon which she can reside as long as she lives," commented Judge Shaw in concluding the judgement.

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J. D. MINICK, Mt. Airy, N. C., Aug. 26, 1915.

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"Why Bobby, if you wait a bit for it you'll have it to enjoy longer!"

"Poo-poo! That's no argument with WRIGLEYS 'cause the flavor lasts, anyway!"

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No contracts will be sent out by mail. Obtain contracts from Mr. A. Johnson, in charge of Mount Airy station.

This February 28th, 1918.

C. C. Smoot & Sons Co.