

CUT FLOWERS

For All
OCCASIONS
MT. AIRY DRUG CO.
Agency for Sutton

STOP!



GO!

It is dangerous to Go, when the signal says Stop! To heed warnings is to save life.

The Stop! signals for health are such warnings as backache, shooting pains, recurring headaches, chilliness, dizziness, drowsiness, irritability, moroseness, rheumatic twinges, swollen joints, gout.

These signals warn you that there is a "traffic jam" in the kidneys, and the "Go" signal can't be utilized until the clogging poisons (uric acid, mostly) are flushed out.

Drinking a glass of hot water each morning is effective and before each meal take an An-uric tablet (anti-uric-acid).

Step into any drug store and obtain An-uric tablets, discovered by Dr. Pierce, Pres. and made at the famous Invalids' Hotel, Buffalo, N. Y. Or, send Dr. Pierce 10c for a trial package.

**LaFOLLETTE HAS THE
REPUBLICANS WORRIED**

He'd Clean Washington—And He'd Help the Farmers in the West.

Washington, May 29.—Messages were received here today in large numbers which bore testimony to the fact that the LaFollette pronouncement had gone big in the west. That appears to have been the reaction. The Wisconsin senator has emerged in the full light of day with his candidacy, and he lands on the front page everywhere. In one statement he repudiated three parties—the Democrats, Republicans and the party which was to meet at St. Paul and give him the nomination, and still many think him stranger than ever.

So long as LaFollette was regarded as a "dangerous" man his activities suggested little danger for any party, but LaFollette desires to sell himself to the country merely as a progressive with the brakes set, a man bent upon cleaning house in Washington and on making this a better world for the people in general, and for western farmers, in particular, to live in. This sort of candidacy may be expected to reach a great deal of territory and a great many votes.

A good part of the west has presumably been lost to the Republican party. It has presumably not been won by the Democratic party. There are 12,000,000 disaffected farmer votes. Where, the friends of LaFollette inquire to know, are these voters to go if not to LaFollette? And if they do turn to LaFollette how will either the Democrats or Republicans be able to command a majority in the electoral college? If the election gets into Congress, it is here that LaFollette can take charge of the situation, with his privately conducted bloc holding the balance of power. And when LaFollette names the next President

of the United States, will not the new President be the special friend of labor and of the farmer?

The LaFollette people see, no escape from certain happy conclusions. So many things appear to be written in the stars.

Congress May Fool 'Em.

But it is necessary to take some things into consideration. The LaFollette bloc expects Congress to turn a deaf ear to its plea for farm and railroad legislation and it confidently expects the Wisconsin delegation to be badly used at the Cleveland convention. They have drawn hisses in previous national conventions. But adjournment may be delayed a few days and a measure of relief given to the western farmer. This would not be so difficult, perhaps, but for the position assumed by many of the advocates of the McNary-Haugen bill, who say it must be this bill or nothing. At Cleveland the Wisconsin delegation may receive tender treatment and its views listened to with respect by the platform committee. Should these things transpire what would the 12,000,000 displeased farmers do about it?

The LaFollette for President committee got in motion today in Chicago, and in the personnel of the committee is found the attorney of the standard railroad labor organizations, while Gompers was in Atlantic City before the LaFollette statement was given to the public.

It will necessarily be the aim of the LaFollette managers to make the public understand that LaFollette alone of the candidates is to be trusted by the progressive forces, that others are to be shunned as base imitations. And LaFollette would of course take occasion to accentuate the fact that the scandals in government circles, and the oil disclosures, had involved Democrats as well as Republicans. In his formal statement LaFollette declared that needed reforms cannot be accomplished by "merely nominating some alleged progressive," and the chances are much better than even that LaFollette had the McAdoo candidacy in mind when he wrote this.

Would Remove McAdoo Asset.

It is a reminder of the sort of campaign the Wisconsin senator will conduct. It serves notice that LaFollette is to make a desperate attempt to remove one of the chief McAdoo assets—the intimate relations which are supposed to exist between him and certain elements of the population. Such considerations lead Republicans to the hopeful conclusion that while LaFollette is certain to do a lot of business in such states as Wisconsin, Minnesota, the Dakotas, Nebraska, Montana, and Iowa, he will take from the Democrats a great many votes in other states like Ohio, Indiana, Illinois and even Kansas.

**JAPANESE FEAR MORE
BARS TO IMMIGRATION**

Believe South America Likely to Follow U. S. Precedent and Close Gates

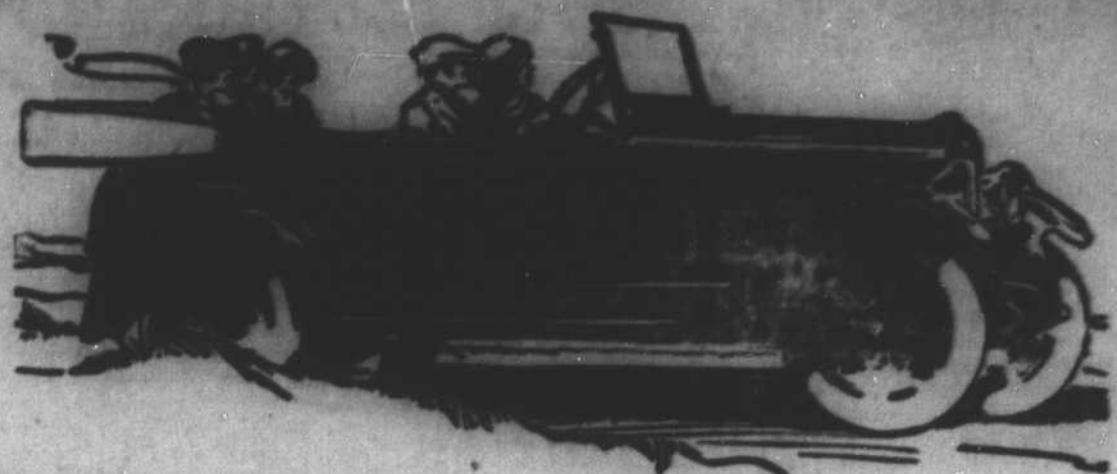
Osaka, Japan.—Fears that American influence may close to Japanese emigrants the doors of South America, at present offering the most hopeful outlet for Japan's surplus population, are expressed in an editorial appearing in the Osaka Asahi, the newspaper with the largest circulation in Japan. The editorial deals at length with Japan's problems of population, food supply and emigration.

"We cannot be sure that we shall be permitted to send emigrants even to Brazil and Peru without molestation," says the Asahi, after detailing the restrictions imposed on Japanese immigration by the United States and the British Empire.

"Japan's population is increasing at the rate of 400,000 a year. If no outlet for this increase can be found, her future is a gloomy one. There are now 36,000 Japanese in Brazil and 13,000 in Peru, and there appears to be room for many more. But the migration to South America is even such limited numbers is now the subject of discussion in a certain foreign country. It appears likely that the influence of the Pan-American creed may be extended to block us in South America.

NOTICE

Having qualified as Administrator of the estate of Miss Emma Smith, deceased, late of Surry County, North Carolina, this is to notify any and all persons, if any there be, having claims against said estate to present them to the undersigned administrator within one year from this date or this notice will be plead in bar of recovery. All persons indebted to the said estate will please come forward immediately and make settlement.
This May 28, 1924. 7-10p
Geo. M. Sparger, Adm.



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Quality Automobiles

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More because—no other car in its price class shows such obvious indications of quality—genuine leather upholstery, a hand-tailored top and curtains, carefully selected details of equipment, lustrous baked enamel finish.

More because—its 40-horsepower motor, its correct gear ratio, its beautiful balance and low center of gravity, make it like lightning in the "get-away," never falling on a hill, and effortless under a full load on any reasonable road.

More because—it is backed by a great service organization, immediately and willingly accessible.

More because—its recognized used car value protects you with the lowest possible depreciation when you come to trade it in.

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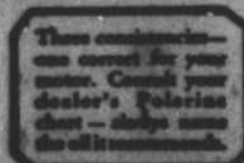
TWENTY years' experience with motors has taught the Fleet Boss that deadly carbon monoxide gives no warning. It is found in exhaust gases of all automobile engines. It works slowly, paralyzing the muscular system and often proving fatal. Take a tip from the Fleet Boss—adjust your carburetor in the open air, when the motor is warm.

Practical experience with every make of car or truck tells the Fleet Boss he can lubricate them all perfectly with "Standard" Polarine Motor oils and greases. Practical experience of 54 years enables us to standardize your lubrication with a highest quality lubricant for every part of your car—motor, transmission, differential, chassis, even the springs—whatever the make or model. Take a tip from experience—insist on "Standard" lubrication.

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