

THE PAPER OF THE PEOPLE, FOR THE PEOPLE AND WITH THE PEOPLE

ESTABLISHED 1882.

LEXINGTON, N. C., WEDNESDAY, AUGUST 15, 1917

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ONLY 35 MEN PASSED

Davidson County Yields Small Percentage of Soldiers from First 280 Who Were Called. According to the way things were going up to the conclusion of the day's work Monday afternoon, it will take twelve hundred or more men in Davidson county to be examined before our quota of 158 men are secured.

Following is the list of those who passed physical examination and waived claims of exemption: Ellis Nixon, Jason Conrad, Frank Wm Swarrington, Roy Franklin Kopley, Alfred B. Saunders, Albert M. Cole, Donald C. McRae (inservice), David Lee Tassie, DeWitt S. Penninger, Hazel Springs, Arch C. Dorsett, Ed Medlin, David C. Foust, Thomas L. Curry, Weldon Grist, John Raymond Bowers, Isaac Harper, Jno. H. Slink, Jr., Sam Jones Welborn, Oliver C. McQuage, Chas. L. Harringer, Ernest Potts, Avery Everhart, Henry Darr, Wm. E. Raper, J. L. Everhart, Sylvester D. Hill, Yancey B. Myers, John F. Lewis, Max Vernon Rothrock (in service), Clarence Perryman, Walter A. Rogers, Stacy Boat, Thomas S. King, Wm. C. Craver.

Persons who have filed claims for exemption are giving dependents as their reason, except those marked otherwise:

- Charlie Berrier, Levi Copley, Jno. Lee Mix, Robt. Hudson McBride, Grady Carr Leach, Charlie Hunt, Sidney Albert Perryman, Paul Hinkle, (industrial claim) Will Ransom Nall, A. Little, Robt. Frank Skeem, Wm. Henry Lomas, Alex. McRae, James Lamar Beck, (ind.) Ernest Lee Morgan, Adam Wall, Thomas Estes Everhart, Albert Fletcher Hicks, Jeff G. Shoaf, Orville S. Woosley, Jno. Luther Slink, L. Grisson Lowder, Wm. Adam Darr, Geo. Grady Walser, Damascus Roe Yokley, Fred Hill Zimmerman, Jno. A. Hill, Harvey Penn Albertson, Jno. Bert Gordon, Shupe Bowser Morris, Thos. H. Richardson, A. J. Sechler, B. H. Stegall, Robt. B. Sheets, James V. Smith, Joe S. Workman, Harvey C. Brown, Lottie H. Berrier, C. Y. Loman, Lindsay V. Ingram, Harvey Lee Black, Ivey S. Thomas, Wm. Howard Morgan, R. R. Stovall, Will Green, L. B. Hornaday, D. L. Kooma, W. O. Daniels, J. F. Tysinger, Joe Gullett, Ernest E. Weaver, C. H. Armentrout, Will James Smith, Henry J. Caldwell, Elmore Becker, A. L. Byerly, Allison F. Hunt, Venus O. Miller, L. H. Everhart, L. Arthur Bean, J. Webster Wilson, Guy E. Burkhardt, Nathaniel Benbow, W. F. Burkhardt, Odell Johnson, George Osborne, Wm. Latham Clemmons, Char Robt. Holly, Lee Green, Clarence I. Varner, Thos. F. Craver, Robt. B. Thomason, Max W. Higgins, Curtis Raymond Craver, Sidney C. Scott, Howard P. Smith, Fred Raymond Smith, David A. Clark, Robt. C. Slink, Samuel G. Hedrick, Richard A. Hanes, Algibert Kindley, Sidney L. Shoaf, Phillip H. Lanier, Henry Thomas Jarrell, Eli J. Weaver, Martin R. Hendrick, Henry E. Tysinger, Samuel M. Frank, Moses R. Glover, Ralph D. Lusk, (ind.) Lloyd F. Johnson, Robt. Lee, James Henderson Keipster, Jesse Lee Crotts, Nimrod Hairston, Lindsay Frank Snider, Zeb Myers, Ephraim L. Shelton, Ernest T. De Jacob, Herman Buehler, Romie L. Hill, Everett Alex Chodfield, Hilliard Alva Gallimore, Ed Beck, Lloyd R. Motesinger, Joseph V. Wagner, Early Henderson Hepler, Joseph O. McCrary, Charlie M. Peeler, Aucus P. Morris, Lacy Melton, Harrison L. Snider.

The following failed to pass physical examination: Thomas Cleveland Grimes, Wayland H. Wolfe, Dixie E. Sharp, Andrew H. Foust, Homer R. Everhart, Kligo C. Baxter, Crawford L. Swing, Jno. Rogers Tate, W. C. Shalloglaw, Charlie Edgar Gallimore, Walter C. Kearns, Robt. L. Ailes, Victor H. Carr, Oscar K. Broadway, James Welborn, Sam F. Mitchell, Lorenzo Coover, Tilden Harrison, Wm. Early Smith, Robt. L. Cope, Oliver Myers, Everett Carl Christy, Moody Alex Morris, Carl Grady Leonard, Martin Young Shoemaker, James W. Hunzinger, Jackson H. Hanes, Carl M. Easter, Jno. Graham Thompson, Claud Cox, Moxavia H. Ferguson, Ellis A. Williamson, Lacie Wood, Thomas Loman, James M.

YOUTH KILLED AT BRIDGE.

Hastin Green Instantly Killed and Marvin Shore Badly Injured on Highway Near Ebenezer. William Hastin Green rode a motorcycle on the north approach of the Ebenezer overhead bridge Saturday afternoon and plunged forty feet through the air to his death on the tracks of the Southbound Railway, while Marvin Shore was hurled aside on the bank by striking an oak guard rail and was so badly hurt that he had to be carried to a hospital at Winston-Salem. Green's head struck one of the rails and was split open and one arm and shoulder were fearfully crushed. Death came quickly and he probably never knew pain. Shore was struck by the oak guard rail at the north end of the bridge as the motorcycle he was driving swiftly, unable to make the turn, plunged wildly by the end of the iron guard rail. The force of the blow broke the railing off and hurled his body to one side in the grass and he did not make the descent that proved so instantaneous. Green's fatal fall was witnessed by a companion, Dr. J. A. Smith gave him immediate first aid and hurried him on to a hospital at Winston-Salem. While no bones were broken, the fall injured him so badly internally that there was fear as to saving his life. The body of Green was brought to the Piedmont Furniture Co. and prepared for burial before being carried to Winston-Salem.

The accident occurred at the identical spot where an automobile from Winston-Salem once plunged off the end of the bridge and on to the railway tracks, bringing death to an occupant. Mr. J. E. Everhart, who was south of the bridge dragging the road, was an eye witness to the horrible affair. He said the motorcycle, with Shore driving and Green a passenger on the back seat, came down the long stretch north of the bridge at high rate. The young man being probably unaware of their approach to the dangerous curve at the bridge, did not slow down quick enough and it was impossible to turn sufficiently to cross the bridge. It was a terrible spectacle to see the flying machine hurled through the air and carrying its lone passenger on the rear seat to absolute certain death. Mr. Everhart ran to Green and picked him up, but found that his head had been torn apart and that he was dying, although still breathing freely. He then turned his attention to Shore and summoning aid, carried him to the shade. Both unfortunate fellows were young men and employees of a cotton mill at Winston-Salem. Green formerly worked at the Erlanger and his family only recently removed to Winston-Salem. He is the son of Mr. Isaac Green and a native of Wilkes county. Burial services were held at Pleasant Park near Winston-Salem, Sunday afternoon.

The suggestion was made by someone that perhaps the boys were drinking and reckless on this account. Mr. Everhart, who was first to aid, says that he is positive neither of the lads had touched a drop of whiskey. The bridge here is probably the most dangerous in the whole county. The highway approaches parallel to the railroad on either side, which makes the approach to the bridge necessarily at right angles to the railroad. On the south approach of the bridge there is safety through a little road that continues up the side of the cut and in times past Lexington motorists have approached too fast to make the turn and found safety by keeping straight ahead. A similar condition does not prevail at the bridge here. However, there is a danger sign some little distance north of the bridge, which if properly heeded will avoid danger. It is not improbable that these young men did not even see the warning sign, coming as they did at a high speed.

New Millinery Store.

Misses Bertha and Belle Hedrick, of High Point, have rented the Smith & Hankins store room on North Main Street and will open up on a millinery store under the name of Hedrick Millinery Co. The Misses Hedrick leave today for Baltimore, Philadelphia and New York, where they will look over the fall and winter styles and make selections for their stock. They are expert milliners and expect to render the very best service to the ladies of Lexington and Davidson county.

Mr. Howard McLarty, pharmacist of Smith's Drug Store, is on the sick list this week.

Bosworth, James Harrison, Ira K. Grimes, Jacob L. Grubb, Stacy E. Everhart, Benj. H. Porter, Carl Lee Craver, Percy M. Fields, Clyde C. Goble, H. E. Ward, Henry C. Williams, Jno. McCrary, Fletcher Henderson, Julian L. Craver, Everett Imbler, Early K. Kline, Robt. L. Smith, Blake S. Nix, Charles Slink, Jno. B. Arnold, H. Thomas Westmoreland, Daniel I. Miller, Robt. L. Green, Henry Shaver, R. L. Wright, Logne D. Cook, Fred C. Craver, Larry F. Grubb, Emmett G. Fritts, Rufus Alexander Griffin, Harlee Everett Lee, E. H. Lanning, Frank Lookabill, Murreda Brown, J. F. Charles, Wm. C. Redwips, H. C. Beck, C. R. Rod, H. Lambeth, C. C. Crofts, Owens, C. H. Hill, W. F. Humes, Thysers, R. L. Burton, W. E. Stone, H. O. Stone, Emery Younts, C. L. Delap, Jno. Willis Swain, Clarence Glenn, Robt. G. Redwine, Peter Hairston, Robt. L. Yarbrough, Jacob C. Huffman, L. R. Slink, Clifford Phillips, Marvin G. Tysinger, David L. Smith, Robt. Nelson, Albert L. Hage, Oscar C. Kye, Benj. F. Cecil, D. J. Campbell, E. Beck, E. F. Cecil, Robt. Holt, Rufus Webster Queen, Albert Bean, Carl Eugene Hill, Clyde Vernon Dickens, Howard Beck, Emery Gustav Weaver.

Persons who have not appeared in date: James M. Perryman, Wm. Thompson, Wm. F. Stoll, Jim A. Jackson, Wm. H. Miller, Norman Davis, Lewis Magin, James A. Lowe, Carl Link, Brady H. Newsom, Robt. L. Fritts, Robt. Love, Robt. Holt, Curry H. Mitchell, Geo. Johnson, Baker Davis, Henry H. Varner, Clarence F. Spaugh, Thomas J. Derann, Dewitt Himesacker, Robt. Oils Green.

RAYMOND CONRAD INJURED.

Arm Severed by Train Shipped to Father Without News of Accident Creates Sensation. Last Friday afternoon there was delivered to Mr. Walter E. Conrad a typewriter box, which came by express. The box had markings but neither Mr. Conrad or the express man had noticed the nature of the contents from the description outside. Thinking the box contained cabbage plants which he had ordered, Mr. Conrad went on to his work, telling his wife to open the box and sprinkle water on the plants. However, when she went to open the box, Mr. Conrad smelled medicine very strongly and her suspicions were aroused. She called in some neighbors and to their horror the box contained a human arm embalmed. There was no mark on the box indicating to whom the arm might belong, but it was noted that Mercer, Pa., was the shipping point. Mr. Conrad's son, Raymond, was known to be working on the Pennsylvania railway and a telegram was sent at once to his wife at Mahonington, where they have been living in recent weeks. Receiving no answer, they sent another telegram to the express agent at Mercer, Pa. It was not until Saturday morning that the mystery began to clear up. Mr. B. U. Fritts received a letter then which apparently Raymond Conrad had dictated in a hospital, saying that he had lost an arm when he was struck by an obstacle while hanging on to the train on which he was brakeman. He was knocked beneath the train and dragged for some distance, during which time the arm was ground off by the truck of the car. He stated that a special train had taken him to a hospital, but he said nothing about sending the arm to his father. Sunday Mr. Conrad received a telegram from his son, saying he had been injured and requesting that the arm be buried beside his mother at Pilegrim.

Foy & Shemwell Enlarging.

Foy & Shemwell are now engaged in converting their former horse, mule and buggy sales barn into an absolutely fireproof Ford sales rooms, garage and service station. The horse and mule department is being moved into the barn of A. L. Smith & Co., which has been leased. Mr. Willis Livengood, manager of the Ford branch at Denton, county road commission, has taken charge of this department. The stables are being torn out and the place remodeled for its new use. A concrete roof is being placed and every bit of wood or inflammable material in the building will be replaced. The two-story structure will also be enlarged by an addition to the rear, giving about 16,000 feet of floor space for the handling of Ford automobiles. In the front on one side will be a ladies rest room and toilet. This when completed will be one of the most up-to-date garages in the entire state.

Foy & Shemwell, in recognition of their splendid record of a hundred Ford cars sold in excess of their past year's contract ending August 1st, have been awarded a contract for 550 Ford cars to be sold next year. To enable them to make this number they have been given Chester county, South Carolina, as additional territory. This will make their fourth branch in the Ford sales business. While almost everything else has gone up in price, the ever faithful Ford will be sold this year at the same price as last, unless something unforeseen in the future forces the price to go up. High materials may reduce profit margins but the Ford people expect to make it up in volume of business. Mr. Willis Vester, manager of the Ford branch at Denton, will have charge of the Chester branch and Mr. John F. Smith, recently in charge of the horse, mule and buggy department, succeeds him.

Pastor Willis Enjoys Himself.

Rev. W. H. Willis, pastor of the local Methodist church, is spending his vacation up in Massachusetts. To a friend he said in a letter: "I am up here at East Northfield in the heart of Yankeeedom at a great conference. Northfield is situated in the foothills of the Green Mountains, by the Connecticut river. It is beautiful for situation reminding one somewhat of the hills and valleys of western North Carolina. Rev. B. G. Tuttle, of Asheville, and R. M. Courtney, of Winston-Salem, are also here. There are possibly three thousand people in attendance at this conference, mostly from the northern states. The fellowship is fine."

"I have heard Dr. J. H. Jovett twice. He is really great. Today he conducted an informal conference for ministers. It was quite illuminating. It was a sort of a religious picnic. I am enjoying the whole hugely, and hope to be a little better equipped to serve my friends in Lexington as a result of this conference."

"On my way up I stopped a day in Washington. Saw the Senate voting on the Constitutional Amendment. I visited Mr. Vernon, and spent a day or so on a palatial steamer. Spent the night in Albany and saw New York's twenty million dollar capital building. I hope to spend a day or two about Boston next week, and without mishap, will be home the 17th or 18th. Expect to preach to my congregation on Sunday the 19th. Please have this announced in the paper."

Editor Ashcraft at Churchland. Owing to the illness of his wife, Churchland High School will not have Prof. T. E. Broege, of West Raleigh, for its educational rally speaker Saturday of this week. However, Principal Hasty is happy to announce that he has secured an able and pleasing speaker in the person of Editor B. C. Ashcraft, of the Monroe Enquirer. Mr. Ashcraft is a clear and forceful writer and is reputed to be a speaker of fine ability. He spoke recently at Salisbury and those who heard him were lavish in their praise of his efforts. The exercises by the old students will begin Saturday morning at 10:30. Plenty of good things to eat and noon for those who attend and Editor Ashcraft's speech in the afternoon.

Mr. J. F. Yokley, of Wallburg, was in town Thursday.

PERSONAL PARAGRAPHS.

The Comings and Goings of Lexington and Davidson County Folks. Miss Hilda Sheets spent Sunday in High Point with Miss Hattie Sheets. Mr. and Mrs. C. D. Hunt returned Saturday from a week's trip to Moore's Springs. Messrs. T. C. and Arley Daniel, of Denton, were in Lexington last week on business. Mr. and Mrs. Holland Shoaf and Mr. and Mrs. Irvin Slink spent Sunday at Moore's Springs. Mrs. L. E. Miller and children have returned after a month's stay with relatives at Lumberton.

Mr. A. L. Smith, of Bain, was in Lexington last Friday on business and gave us a pleasant call. Major Wade H. Phillips and family went to Albemarle Sunday for a visit to Mrs. Phillips' parents. Mr. Geo. L. Hackney and family left last Friday in their car for Asheville to be gone about ten days. Messrs. C. F. Caudle, H. L. Beck and J. K. Hankins made up a sight-seeing party to Badin Sunday.

Mr. and Mrs. E. J. Zimmerman, of Welcome, were in town Monday buying furniture for their new home. Miss Alice Earnhardt, who has been spending the summer at Black Mountain, spent one day here last week. Miss Francis Holt Mountcastle returned Saturday after spending several days with friends in Salisbury.

Mr. Geo. Zimmerman, a good farmer of Arcadia township, was a welcome visitor in The Dispatch office Wednesday.

Mr. F. Lee Smith, of Woodruff's Shoe Store, is spending his vacation this week with home folks at Cotton Grove.

Mr. J. B. Barnhardt arrived yesterday and will spend a few days with Rev. and Mrs. P. J. Bame. Mr. Barnhardt is a brother of Mrs. Bame.

Mr. W. O. Burgin left Sunday afternoon for Hickory, where he went to attend the funeral of an uncle who died Sunday.

Mr. and Mrs. P. Spanola left Saturday night for New York and Baltimore to buy fall goods for Judd Millinery Company.

Messrs. Joan A. Reed and C. R. Rothrock, of Abbotts Creek township, were pleasant visitors at The Dispatch office Saturday.

Mr. A. S. Zimmerman, one of the most progressive young farmers of Arcadia township, was in Lexington last week on business.

Messrs. Marshall and Thomas Spencer, of Washington, D. C., spent Sunday here with Mrs. G. W. Pugh. They returned Monday morning.

The Dispatch's good friend Mr. Alex F. Warford, of Cotton Grove township, was in Lexington last Wednesday and dropped in to see us.

Mr. Clyde Ingles leaves Saturday morning on a business trip to Asheville and other points in the interest of the Lexington Motor Company.

Miss Annie Schneker, of Augusta, Ga., is expected to arrive tonight and will be here for a few days in the guest of Rev. and Mrs. P. J. Bame.

Messrs. Nell Barham, of Capron, Va., who has been visiting Mrs. Z. L. Walser, returned home last week, accompanied by Miss Rebecca Walser.

Mr. A. E. Timberlake and son, Casper, and Miss Ruth Fitzgerald returned Saturday from near Durham, where they spent a week visiting relatives.

Mr. H. B. Varner spent Monday and Tuesday in Raleigh attending a meeting of the Board of Prison Parole, and Board of Directors of the State's Prison.

Mr. Alex Evans, one of our most faithful subscribers, of Lexington, is in town last Wednesday and renewed his subscription to this paper.

Messrs. J. D. Craver, of Lexington, R. A. and G. T. Tussie, of Lexington, R. S., two of our good farmer friends, were to see us Wednesday of last week.

Miss Elizabeth Hutchinson, stenographer and bookkeeper for Foy & Shemwell, has been spending the past week at pleasure resorts in Stokes county.

Judge and Mrs. C. E. Godwin have as their guests Misses Teiza Barnes and Cleo Ellis, of Clayton, and Mrs. McBride and Miss Edith Merry, of Plant City, Florida.

Mr. W. T. Cutchin, of Chapel Hill, was in Lexington last Wednesday for the first time since 1876, and gave The Dispatch a pleasant call. Mr. Cutchin is formally listed here.

MR. J. N. MENDENHALL DEAD.

Prominent and Esteemed Lexington Citizen Passed Away Suddenly Early Monday Morning. Mr. James Nathan Mendenhall, manufacturer, merchant, promoter, steeling citizen, one of Lexington's leading men, died at 3:30 Monday morning at his home here, after an illness of only about thirty minutes. Angina pectoris was the direct cause of his sudden taking away. Mr. Mendenhall returned Sunday evening from High Point after attending the yearly meeting of Friends at Guilford College and just before retiring, remarked that he felt unusually well. At three o'clock he became quite ill and died within half an hour after a physician arrived.

Mr. Mendenhall was born October 2, 1844. He lacked only about two months of being 73 years old. He was born in Randolph county, the son of the late E. E. Mendenhall, one of the pioneers of the Randolph-Guilford Deep River section of Guilford when he was about three years old. The last upon which he was reared was contained in a grant from the King of England to one of his ancestors. Thirty-four years ago he moved to Lexington and since coming here had been prominently identified with the life of the town and contributed much toward its upbuilding. His life was lived in the narrow bounds of righteousness, but his soul was big enough to encompass his fellows in his friendship. There has probably been no man lived in Lexington more generally esteemed than the deceased.

Mr. Mendenhall was twice married. His first wife having been Miss Martha Wheeler. Two sons, Mr. Ois. E. Mendenhall, a leading buyer with men of High Point, and Mr. Walter H. Mendenhall, cashier of the Bank of Lexington, were born to this union. The widow was Miss Jessie Hunt of this place before marriage. Two brothers, S. H. and A. C. Mendenhall, of near High Point, and one sister, Mrs. J. E. Davis, of Guilford College, also survive.

Funeral services were conducted yesterday afternoon at 4:30 o'clock from First Presbyterian church by Rev. Dr. Newlin, pastor of the Friends church at High Point, the denomination of which Mr. Mendenhall was a member. Honorary pallbearers were Capt. F. C. Robbins, Capt. W. M. Thompson, Mr. J. D. Grimes and Judge C. E. Godwin. The following were active pallbearers: Messrs. G. W. Mountcastle, C. A. Hunt, Jr., J. T. Lowe, Joe Thompson, J. V. Moffitt, C. C. Hargrave, T. J. Taylor and W. F. Welborn. There was a wealth of floral offerings.

Colonel Oids on a Visit to Lexington. That great traveler, lecturer, newspaper correspondent and lecturer, Col. Fred A. Oids, of Raleigh, has been in and around Lexington since last Thursday evening as the guest of Mr. J. R. McCrary, whom he also visited earlier in the summer. Colonel Oids made an interesting visit to Erlanger Mills, Ford and other places. Sunday Col. G. F. Hankins car took him and Mr. Adolph Jonas, of Lenoir, formerly of Lexington, and Mr. McCrary to the wonderful development at Badin, where the guests of Stuart Marshall, the general manager of the Aluminum plant at that place. The great dam, the hospital, the new theatre, the wonderful \$65,000 school, the hundreds of new homes were all visited, winding up the day with a ride in the company's steam launch on the nine-mile square lake around the dam. Colonel Oids' visit of this trip will be worth reading and is awaited with interest. In many respects he is the most wonderful man in the state and has done and is doing more to advertise its resources than any other man in it. It is a pity but what the state could have a dozen men like him travelling everywhere to see and talk about North Carolina, both to outsiders as well as to the people of the state themselves. He promises to come to Lexington again from time to time and his visits are always welcome here where he had many friends and admirers. He left Monday morning for an extended trip east.

Dr. W. L. Kibler left last Wednesday morning for Newberry, S. C., to spend a few days with home folks. He went in his automobile with wife of Concord, where he was joined by his father's family. Dr. Kibler has successfully stood examination for entrance into the Dental Reserve of the new army and is expecting an early call to active service.

Mrs. W. L. Crawford left Monday morning for Blowing Rock to spend a few days. She accompanied to Lenoir Mr. and Mrs. C. A. Jones and family, who had been the guests of friends here for the past ten days.

At the Lyric. "Forbidden Paths," a typically fine Paramount picture, co-starring Sessue Hayakawa and Vivian Martin, is appearing at the Lyric Theatre. It is a particularly appealing story of the devotion of a Japanese to a young American girl, and typifies the undying devotion and self-sacrifice of the race.

Winsome Vivian Martin, at present co-starring with Sessue Hayakawa, the noted Japanese actor in the Paramount picture, "Forbidden Paths" at the Lyric Theatre, was more than delighted at her experiences in filming the production. It is the story of a love affair between a Japanese artist and a young American girl. The former realizes his case is hopeless on account of the difference in race, but stands by his color, finally sacrificing even life and honor for her happiness. Many of the scenes were taken in a great house leased especially for the purpose where was found a notable collection of rare Japanese prints, embroideries and vases. In several scenes Miss Martin appears in a lavishly embroidered Japanese kimono and at the end of the production she appears in a wealthy collector, presenting her to her admirer. Altogether, the little star says she has made up her mind that next best to America she loves Japan and its pretty, quaint customs. Don't miss "Forbidden Paths" at the Lyric Theatre on Aug. 20th.

"Miss Cherry Blossom" is the endearing name given by Sessue Hayakawa to his co-star, Vivian Martin, in the Paramount production "Forbidden Paths." The photoplay is redolent of the scent of cherry blossoms and the true character of the Nipponese is more accurately depicted than ever before on the screen. Mr. Hayakawa as Sessue and Vivian Martin as the adorable "Cherry Blossom," are coming to the Lyric Theatre on Monday, Aug. 20th. Don't miss them.

It has been freely predicted that in these troublous times of war a new type of photoplay would spring into existence chiefly marked by a tremendous vigor.

"The Love That Lives," starring Pauline Frederick, and directed by Robert G. Vignola, is one of them. The much abused word "punch" is a word hardly adequate to describe its quality. "The Love That Lives," a famous Players-Paramount production, will be the attraction at the Lyric Theatre next Thursday, Aug. 16th.

Workmen are now putting the finishing touches on the pretty new home of Mr. and Mrs. H. W. Dorsett, of First Avenue. The building is of the fine proportions and a pleasing Colonial style of architecture. It will be one of the most modern residential places in Lexington when completed.

SOLDIERS' PICNIC TOMORROW.

Three Thousand or More People Expected at Sunset Park Tomorrow, With Company A as Guests. Tomorrow is the time for the big military picnic at Sunset Park, High Rock, when at least three thousand people are expected to come and give Company A a big send off. The citizens of Lexington will furnish the automobiles to carry the soldiers to the picnic grounds and they hope to leave here by nine o'clock or very shortly afterwards. All who go from here are prepared to take good-sized picnic baskets, and all the people of the county are invited to do likewise. The soldiers desire as many people present as can come, but the committee in charge also desires that all bring their baskets and enter fully into the spirit of the day. This much for the part of the citizens toward contributing entertainment. The soldiers will furnish the rest.

In the way of entertainment the soldiers will furnish a snappy program throughout the day. The physical champions of the company will engage in boxing and wrestling bouts and wind up their exercises with a big ball game. The company has been going through strenuous training since being called out three weeks ago and they are in shape to give fine exercises. Work is rapidly nearing completion on the big National Guard camp at Greenville, S. C., and the boys will receive their marching orders within a few days now.

Capt. F. C. Robbins will make the speech of the day. The Captain has been in the thick of the fight and his words to the boys will be full of interest to all who attend.

Bronze Exemption Badges.

Uncle Sam has come to the rescue of the young men who for divers reasons will be exempted from military service who have been exempted before the exemption boards and he has created a plan where these young men, especially those who look upon military service in the true patriotic light, will not be embarrassed when asked "Why are you not in the service?" Uncle Sam's plan speaks for itself. It is in the form of a button or a bronze badge. This button will be given out to men who are exempted, as they are exempted and the heads of the exemption boards, who will carefully see to it that no one but men who are properly exempted receives a button.

As has been stated it is all self-explanatory. When a young man is seen with one of the buttons attached to the lapel of his coat, or in some other prominent place on his clothing, means that the man has been honorably excused. This button is neat and attractive in the extreme. It is made of bronze, is five-eighths of an inch in diameter and bears a representation of the United States shield. Above the shield is the word "Exempt." Below the seal are the two significant letters, "U. S." The man who wears one of these buttons absolutely cannot be called a slacker, for it proves what he has done what the law requires, and that Uncle Sam has decreed that he is either unsuited for military service or of more value to the country in some other line of employment.

These badges have not all been received by the local exemption board as yet, though it is expected that they will be here within a short time for those who will be entitled to them.

Mrs. W. L. Crawford left Monday morning for Blowing Rock to spend a few days. She accompanied to Lenoir Mr. and Mrs. C. A. Jones and family, who had been the guests of friends here for the past ten days.

RISKS LIFE TO SAVE WOMAN.

Robert Berrier Dragged by Runaway Mules to Wagon Containing Mrs. William Loftin.

Last Wednesday morning Mr. Robert Berrier, who drives the delivery truck for Lexington Hardware Co. took his life into his hands in heroic manner and stopped a team of runaway mules, probably saving the life of Mrs. William Loftin. Attempting to stem the mule by getting in from a side and failing, Berrier grabbed the halter of one and was hurled to the ground and dragged for some distance, while one of the mules pawed him about the head and body with its hoofs. He was rather severely bruised and one cut on his head required three stitches to close. However, such a little thing as this didn't bother Berrier and soon as the doctor had finished with him he returned to his work and stayed on the job all day.

Mr. Loftin had driven his team to the public watering trough near the court house and was himself out of the wagon, leaving Mrs. Loftin in the wagon. The mules became frightened and knocked him down and inflicted injuries. They then dashed up Main Street, with Mrs. Loftin in the wagon screaming at the top of her voice. She was attempting to climb out of the swiftly moving wagon when it was stopped. A number of the soldier boys had gathered in the street and hastened to the assistance of Berrier.

FAREWELL FROM MR. BROWN.

Retiring Road Engineer Reviews Work—More Taxes Needed But Not Another Bond Issue. To My Friends Throughout the County:

It will be recalled that when taking up the road work in the county I wrote an open letter to the citizens setting forth my position and purpose. Whether or not I have been true to the purposes then expressed is now with you to decide. As I then addressed the citizens through the columns of the paper, I feel that on leaving for a new place of employment that I should likewise say a word of farewell.

Having seen the county from the standpoint of an outsider—a stranger—then and from the viewpoint of a citizen later, I wish to say that it is in many respects a different county. I do not in any way claim credit for the transformation. That has been only a result of the processes of time. Time has yet a great work to do in Davidson county. From hostility and suilenness on nearly every hand the sentiment has changed to encouragement and even co-operation in nearly every section. From threats and abuse in many places the attitude toward me as representative of the Board of Road Commissioners, has changed to friendliness. I have tried to represent the citizens of the county in my work. And while I have had some slight differences with folks in some localities, I am certain that all fair-minded men will agree that my efforts have been for the most miles sufficient to improve roads and to help secure for the county. As for my own feeling in the matter, I can look any man in the eye whether he comes with a handshake or a shotgun. A few men in the county seem to have ill feelings toward me personally, but I wish to assure all the citizens of this county that I have no malice or hard thoughts toward any one of you. I have appreciated the efforts of the many who have supported us in the work and particularly those who have helped with their own hands and teams to build roads in their sections. If I have shown any favors or partiality it has been to those who have shown a readiness to get right down and work for their roads, instead of to those who have been most friendly and nice to me.

There has been only one thing to mar the satisfaction one could have had in handling this work. That has been the opposition of a few who were not in sympathy with the whole business. They have stirred up strife, circulated false reports and in various ways hampered our efforts to get the very best results possible for the money. The number of such men is becoming fewer, however. The knacker receives little sympathy from the citizens of the county now except in a few places. There are some sections in which the people feel that they have not had their part of the road fund. Of course they make some complaint, and possibly some of them have cause to feel slighted, not because any one had anything against their having an improved road, but because the amount of money available was not sufficient to improve all roads. If these communities will pull together with the Board and the new Engineer they can yet have much good work done on their roads. The work of the future will have to be done with the tax money as it comes in, so that not so much can be done at one time. But if the folks will allow what is spent to be put to use in the most judicious way of permanent work the roads that are as yet untouched can be put in good shape in a few years.

This brings me to the final word I wish to say. I am not a believer in a county or city overburdening itself with debt. Of course, every thinking man will admit that a bond issue obtained in the way this one was secured was the only hope for Davidson county for years to come. A few sections would have improved their roads, but there would have been no county system. You now have a good start—a basis on which to continue to build. The last thing I would advise would be another bond issue. Too much would have to go out in interest. What the county needs now is a little larger tax to afford money to extend the system already covering the county so evenly. In my home county in Tennessee they pay a fifty-five cent property tax for roads and haven't much left for maintenance. If Davidson had a fifty cent tax for five years no one would feel the burden, and by the end of that time every road of any importance in the county could be graded and top-soiled. Now, if I had said that before I resigned you would have said, "He wants a five year job." I am not looking for a job and still I feel that that would be the very best step for this county. That would enable you to keep enough good mules and good men to carry the construction on and keep the maintenance the best in the state, as far as I could be concerned.

Trusting that the sensible citizens of this county will not let a few politically reared, politically constituted, obstructors stand in the way of extending the roads into every section of the county, and wishing for one of the very best counties in the state the highest prosperity and harmony, I am Very sincerely yours, R. BROWN.

Asst. State Highway Eng. South Car.

Col. Fred A. Oids, of Raleigh, has been here for several days with Hon. J. R. McCrary consulting with him in regard to the placing of the granite boulders on the court square as monuments to Daniel Boone and General Nathaniel Greene. Col. Oids, Mr. McCrary, Mr. Jones and others composed a party who made a sight-seeing tour to Badin. Among the pleasures there was a boat ride on the big lake as guests of Manager Marshall in his launch.

Workmen are now putting the finishing touches on the pretty new home of Mr. and Mrs. H. W. Dorsett, of First Avenue. The building is of the fine proportions and a pleasing Colonial style of architecture. It will be one of the most modern residential places in Lexington when completed.