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TO PARTITION MEXICO FOR A MISSION FIELD.

Denominations in America Expect to Emerge With Mission Schools, Etc.

Whatever may be the political outcome of the turmoil below the Rio Grande, radical religious consequences are certain. The withdrawal of all the American missionaries, at the request of the Washington government, has made possible a fresh start, on a new, broad and co-operative basis, when order has been restored. The results of this period of enforced inactivity on the part of the missionaries will bear fruit ten years from the old kind of mission work.

A few days ago there was held in New York city a conference of the officials of the various missionary boards which conduct work in Mexico. These comprise the Baptist, the northern and southern Methodist, the northern and southern Presbyterian and the Disciples of Christ. The conference agreed to reappportion the work of their missions, abandoning everything that savored of competition. Their judgment was in favor of such radical measures as the merging of schools, hospitals, mission presses and even theological seminaries.

The program laid down contemplated a division of Mexico into zones, each zone to be worked by only one denomination, the others keeping out. When it is considered that this means the abandonment of historic mission stations by some board and their workers' stations and institutions that have possessed precious associations—it will be seen that this new movement represents real Christian sacrifice.

Just this sort of thing is what precipitated the Kikuyu controversy that is now raging in Great Britain. It is a tremendous theological postulate in the new plan, which is a whole generation ahead of the thinking of certain small groups. The agreement is that each denomination should trust the other to interpret Christianity adequately.

the Methodists have become such good neighbors that the former would freely give of the workers whom they have been at pains to educate to help start a virgin enterprise for the Methodists.

America's Job in Mexico.

There is a great deal of quiet talk among informed persons that the real task in Mexico rests with the American church rather than with the war or state department. There will never be stable conditions below the Rio Grande until the people have become enlightened and educated and infused with the ideal of a free and intelligent nation.

This is slow work. It will take at least a generation. The only agency now in sight for imparting the necessary training is the missionary and educational propaganda of the American Protestant churches. All of the denominations that work in Mexico at the present time maintain schools for training in secular education, as well as for religious instruction. That this is no longer to be carried on in hit-or-miss style, but according to one coordinated plan, with a central co-operative direction, means more for Mexico than some of the battles about which the newspapers tell.

The scheme that is to be undertaken in Mexico is not new in mission annals. Korea is so divided among certain mission boards, principally the Methodist and Presbyterian, that it is the most successful mission field on earth. Similarly the United Presbyterians have been permitted to occupy Egypt alone, and the Dutch Reformed church has taken Arabia for its own special territory.

Missionary leaders declare that only the concerted action of all of them can arouse the American churches to the needs of Mexico. And only combined effort could

have the tremendous theological postulate in the new plan, which is a whole generation ahead of the thinking of certain small groups. The agreement is that each denomination should trust the other to interpret Christianity adequately.

Plunges 600 Feet to Death.

San Diego, Cal., Feb. 9.—Lieut. Henry B. Post of the First Aero Corps, considered one of the most skillful United States Army aviators, today plunged to his death in San Diego Bay when the right wing of his hydro-aeroplane crumpled. Post died after establishing an American altitude record of 12,120 feet. He fell 600 feet into shallow water Wildman, another aviator, reached the scene in a flying boat.

Post left the North Island hangars at 8:50 o'clock after having declared his intention to break the American altitude record of hydro-aeroplanes. Within an hour he had attained a height of 12,120 feet, the barograph showing this figure when recovered from the wreckage. A series of wide spirals was a feature of the descent, the machine appearing to be under perfect control. When within 600 feet of the water the plane was seen to collapse, then crash. The next instant the pilot was hurled from his seat and the machine plunged downward like a bullet.

Post fell into five feet of water, the wrecked craft disappearing from sight a few feet distant.

Capt. Arthur S. Cowen, head of the first corps, declared the machine which Post was piloting was solely responsible for the fatal accident.

"The man had the natural ability of a born flier, and it had to take the breakage of his machine to cause his death," said Captain Cowen.

Post is the sixth Army aviator attached to the First Aero Corps flying the Army type of machine to meet death since the school was established.

Roosevelt to Stump Maine for Progressive Ticket.

Portland, Maine, Feb. 6.—Col. Roosevelt will stump Maine next fall in behalf of the Progressive State ticket, according to an announcement by George W. Perkins, chairman of the national Progressive executive committee.

RADIUM PATIENT IS DEAD OF CANCER.

Tubes Containing \$100,000 Worth Had Been Applied.

Baltimore, Md., Feb. 5.—Robert Gum Brenner, member of Congress from the Seventh New Jersey district and editor of the Passaic Daily Herald, died today of cancer at a local sanitarium, where he had been undergoing radium treatment since last December. He had been suffering from the disease for four years.

Mr. Brenner was thirty-nine years old and married. He came to a sanitarium here to try the radium treatment after physicians in this country and Europe vainly had tried to cure him. It was found that the disease had made such inroads that the fight against death would be made with all the odds against Brenner. He was optimistic, however, and tubes containing \$100,000 worth of radium were applied to the growth. For a time the patient seemed to improve and members of his family frequently expressed the belief that he would recover. They clung to this hope until a few days ago, when he was seized with a sinking spell. From that time on Mr. Brenner grew steadily weaker, although he several times rallied in a surprising manner, aided by his strong vitality and powerful will.

In his last days of sickness Mr. Brenner still fought on and insisted that he would get well. He declared that he wanted to go back to Congress to fight for a bill to have a government owned radium institute so that this mineral could be at the disposal of the rich and poor alike. Mr. Brenner was a warm personal friend of President Wilson, who was kept constantly advised of his condition.

Mr. Brenner was a native of Keiss, Caithness, Scotland, whence his family emigrated to Canada when he was a youth.

Debate on Good Roads Bill.

Washington, Feb. 7.—The house today concluded general debate on the good roads bill appropriating \$25,000,000 for federal aid to the states in road construction. Its passage next week is believed to be virtually certain.

Representative Kent, of California, today attacked the bill as a "pork-barrel" measure, designed to patch up political fences and prop up tottering political organizations.

Representative Payne, of New York declared that it was the beginning of annual appropriations which in time would reach stupendous proportions.

A tribute to President Wilson featured a speech of Representative Aswell, of Louisiana, during the debate.

"I am convinced," he said, "that in the generations to come he will be numbered among the immortals of the republic. He has shown himself a man of no petty or ignoble passions, a man of unusual character and uncommon purity. All political parties here recognize that this roads bill is in harmony with the spirit that permeates the life and purpose of this administration."

Burglar Called Over the Phone to Ascertain the Status.

An Elizabeth City news item says a phone call at the residence of Mr. I. M. Meekins of that place, one night recently, found Mr. Meekins absent. Later a burglar visited the house, entering through a back door. Members of the family heard him when he entered and called police headquarters for help. The burglar heard the conversation on the phone, it is supposed, and fled before the police could arrive. It is believed that the burglar called for Mr. Meekins on the phone and finding him absent paid the visit, which is suggestive of one method of utilizing the phone.

The Greatest of All Battleships.

Twenty-four years ago the Fifty-first congress of the United States authorized the construction of a trio of battleships—the famous Oregon and her almost equally famous sister ships, the Massachusetts and the Indiana.

The news of the authorization caused a sensation throughout the world, for the powers recognized the bid of the United States for sea power of the first order.

Today the class is obsolete. Since her day the navy has been augmented by many ships representing a stride forward in battle efficiency over the ships of the class immediately preceding.

And now, says the New York Times, comes "No. 39," the very last word in naval construction, a ship the tonnage of which is greater than the combined tonnage of all the ships of the Oregon class of 1890, a ship whose main battery of twelve fourteen-inch guns would send to the bottom of the sea an entire squadron of Oregons.

Tall as a Forty Story Skyscraper.

No. 39 will take her place three years hence as a unit of the first division of the United States fleet, a fleet the first three divisions of which will then be made up entirely of battleships of the all big gun type and of which No. 39, soon to be named the North Carolina, the Arizona or the New Mexico, will be the fleet flagship.

A skyscraper of the height of the new battleship would be about forty stories. At the point of her greatest width the ship will be almost half a city block wide.

With her 31,400 tons, No. 39 will be several hundred tons greater in displacement than the Oregon and her sister ships the

Japan Nearest Rival.

Of all the great naval powers Japan comes nearest to possessing a ship that will equal in size the coming giant of the United States navy. In the number of vessels of the Dreadnought types, built or building, the United States is still far ahead of the island empire. Japan has on the ways, however, a quartet of splendid super-Dreadnoughts, all of 30,000 tons displacement, or within 1,400 tons of No. 39.

The main battery of No. 39 will be made up of twelve fourteen-inch guns of the most powerful type the government can turn out. They will be mounted three to a turret, two turrets forward and two aft. Furthermore, these turrets are so placed that all twelve of the great guns can be used in a single broadside either to port or starboard.

The new super-Dreadnought will carry a splendid secondary battery of twenty-two five-inch guns, in addition to four submerged torpedo tubes. Approximately 1,000 officers and men will be required to man her. When in commission she will have cost the government in the neighborhood of \$10,000,000.

Walt's Too Long to Make Promised Confession.

Springfield, Mo., Feb. 7.—That he had lived for years under the assumed name of J. B. Stoner, and that he had a confession, which he would make before his death, were the last words of J. B. Bolinger, 75 years old, who died at the local hospital.

Bolinger waited day after day promising the authorities that he would make the confession before his death, but when he attempted to make a statement he was too weak. He tried to furnish the hospital attendants the names of some of his relatives but none was found at the addresses he gave.

Bolinger was reputed to be wealthy. He owned a farm of 460 acres in Christian county, but lived in apparent poverty; \$600 in currency was found in his trousers when he was taken to the hospital.

He had lived alone in a little hut near Swan, a village in Christian county.

50 PERISH IN TUNNEL.

Passenger Train Plunges Into Burning Tunnel with Terrible Results.

Washington, Feb. 8.—All those aboard the ill-fated passenger train which collided with seven burning freight cars in Cumbre tunnel appear to have perished. They included at least eight Americans and 30 Mexicans according to a dispatch from American Consul at Chihuahua.

The dispatch, dated today, gave information brought to Chihuahua by persons who had just arrived from Madera the nearest point to the tunnel.

Mr. Edwards said that it had been positively established in the latest telegram received from near the scene of the disaster that the train was not held up by the bandits before it entered the tunnel and that it was also known that the bandits had departed about two hours before the train entered the south end of the tunnel. Several stock cars had been set on fire at the north end which ignited the tunnel and it is the supposition of those near the scene that the passenger train ran into and collided with the burning cars.

The Consul said opinion was divided as to whether or not the bandits intended to destroy lives. Secretary Bryan was busy at the State Department all day answering messages of inquiry concerning Americans and telegraphing instructions to the nearest Consuls.

Charred Bones Are Found.

Cumbre, Chihuahua, Mexico, Feb. 8.—Nothing but charred bones and buttons were found by miners' who retraced the Cumbre tunnel from the south portal as far as the locomotive and first two cars of the passenger train which entered the burning cavern.

These are supposed to be the remains of the engineer and fireman of the ill-fated passenger train. They were probably killed when their engine crashed into the burning freight train, which had been pushed into the tunnel by Castillo's bandits several hours before, it is said. Now it is believed that every one of the 50 or more passengers, including the crew aboard the train when it dashed into the tunnel last Wednesday night are dead, but whether the train was hurried into the tunnel to escape being captured by Castillo's bandits or sent headlong to its destruction by the bandits may never be known.

Entrance to the portal will not be possible until tomorrow night at the earliest and probably not until the next day, as the heavy timbering still is burning. The rescuers who today went in at the south end found their way greatly impeded by not only the iron frame work of the burned cars, but by great masses of earth and rock which had fallen from the roof of the tunnel.

The wreckage is covered by from five to 10 feet of earth and the only hope of finding any bodies is that they may have been covered with earth before having been reached by the flames, which is not probable. In the whole distance traversed today not a particle of the wood work of all the cars burned was found. The only recognizable body thus far recovered is that of Juan Fernandez, rear brakeman of the passenger train, who had escaped to within 200 feet of the north portal when he finally succumbed, dying in a sitting posture, with a handkerchief tied about his nose and mouth, in a vain endeavor to save himself from being smothered by the smoke and gas.

It is believed that all others in the train, who were not maimed or killed when the passenger train hit the wreckage of the freight, attempted to escape as did Fernandez but were overcome.

"Fixall" will make old wood work look like new. A woman can apply it and make floors or furniture beautiful at small cost. All colors for sale at Earp's.

400,000 Prairie Dogs Killed to Save Forage.

Washington, Feb. 7th.—Four hundred thousand prairie dogs in the Cochetopa and Dike National forests in Colorado and the Tusayan and Coconino forests in Arizona have been killed by the department of agriculture since its campaign of destruction was declared on the rodents. In a statement issued today, the department says that this work was done at a cost of about \$12,000, which is a mere trifle when compared with the value of the forage upon which the dogs lived. It is estimated that the forage which the rodents devoured would have been sufficient for about 15,000 sheep or about 1,500 head of cattle, valued at \$150,000.

Carbon bisulphide and strychnine mixed with heavy oats is the department's means of getting rid of the dogs in the Cochetopa forest alone last year the survey used 35,000 pounds of oats, 400,000 pounds of carbon bisulphide and about 1,800 ounces of strychnine.

The hides of the prairie dogs are practically worthless in this country, according to the department. American and English furriers secure better skins from Siberia for 5 cents a piece, and glove makers say that the skins are too small to be worked up economically. As a result the department says, no market for the skins has been found.

Can't Carry Whiskey Through Newbern Streets.

Newbern, Feb. 8th.—Following up their action in the matter of arresting every negro who went to the express office to receive whiskey which had been ordered from Viper's, or some other it a misdemeanor, the town council, in which the whiskey is shipped to the streets. There is a city ordinance prohibiting public vehicles to drive through the streets with whiskey in them and also another prohibiting colored women from carrying whiskey through the city in any way. After these two ordinances had been passed the whiskey purchasers got into the habit of going to the express office, securing their packages of liquor and after discarding the cartons around the bottles would secret the latter about their persons and thus be able to elude the officers who are stationed near the office. The new ordinance will do away with this and the colored man who now goes to the express office after whiskey will immediately be arrested and taken before the mayor to be tried for vagrancy. As an evidence that the recent stringent laws of the Newbern aldermen have had the effect of decreasing the amount of whiskey sent to this city, it is learned that during the past three weeks the shipments via the Southern Express Company have fallen off about 60 per cent and are still decreasing.

Notice.

By virtue of a deed of trust executed to me by W. C. Johnson and wife to secure a debt of \$75.00 due Grover Hatcher on default in payment and upon application of the holder of the note I will sell for cash to the highest bidder on the 12th day of March, next, in front of the town hall in Mount Airy the following real estate to wit:

Parcel of land in Surry County, North Carolina beginning on a stake on the east side of the Fancy Gap road, John Venable's south east corner and runs 15 1/2 degrees east 1 1/2 chains to Gillespie's corner thence east 3.77 chains to Gillespie's corner, thence north with R. C. East's line 1.20 chains to stake in Gordon's line, thence west with Gordon's line and Venable's to the beginning, except a 14 foot wedge at the beginning corner. The lot contains 1/2 acre more or less, sold to satisfy the debt, interest and cost.

This Feb. 10, 1914.

J. H. Folger, Trustee.

White lined, blue enameled sauce pans 4 and 5 qt. sizes at Earp's, your choice 25c each.