

Mount Airy News.

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BISHOP KILGO AGAIN.

Bishop Kilgo is again in the lime light. This time it is about his refusal to sign the diplomas of the young men who recently graduated from Trinity College. Mr. Raymond Smith of this city was a member of the class. The fact that Mr. A. E. Smith, the father of Mr. Raymond Smith, has not been willing to allow the mean things said by the Bishop to go by without protest, has brought his name into the unfortunate affair.

The story in brief is this: Three years ago some boys at Trinity College played a prank in the way of pulling down the flag that floated from a pole about the college and attaching to the flag ropes the colors of the class. It was a boyish prank and no one except Bishop Kilgo considered it seriously. But he saw in the prank of the boys a great sin in the way of disrespect for his country. He proceeded to say many things that were offensive and caused much talk at the time.

Years went by and the boys completed the course and were ready to leave with their diplomas. But the Bishop had stored away in his memory the, to him, desecration of the flag act. And so when the time came to graduate the boys a few days ago he refused as chairman of the board of trustees to sign the diplomas, unless the boys would make apologies.

Now the state papers are having whole column stories about the affair. A lot of fuss and fury about the boyish prank. Bishop Kilgo is too great a man to be mixed up in so small a controversy. If we said just what we would like to say we would say that he should be ashamed of himself to allow his name to be bandied about in this way. A Bishop of the great church to which he belongs is one of the greatest offices to which men are called. The opportunities before him are such that, great man that he is, he should not have time to fuss with trustees over such matters as giving a bunch of boys a diploma, which no one attaches very much importance to after all, that is, once one has been earned.

And here we are giving advice to a Bishop. Free country, to be sure, it is. But if Bishop Kilgo could see his way to cut out some of the irony and sarcasm, which seems to be a part of his very nature, his field for usefulness would be much greater. Hardly a year passes that he is not mixed up in some way with something or somebody in a way that one would never think of a Paul or a John or a Spurgeon or Wesley stooping to. Certainly no one envies him of his reputation for being able to say things that hurt his fellow man. Such things ought not be said of a great man who fills a great position in a great church.

The boys have done the work that gives them the right to diplomas, and the chances are that every one of them will show, during the coming months, that they have as great respect for the flag as the Bishop ever dared to claim for himself. Lets forget it.

Do You Know—

Do you know that there are 147 automobiles in this good town? It is a fact according to the state reports. And it is further given out as information that it costs the citizens of this town the neat little sum of \$13,000.00 a year to meet the expense of the one item of automobile tires. That is saying nothing about the other repairs, gasoline, etc. In the county of Surry there are 250 automobiles and the state has it that the cost of tires is an even \$29,000.00. From the above one would naturally expect for our people to become liberal contributors to the Liberty Bonds.

Noted Operation Here.

Mrs. Dr. B. F. Fulks, of Lumburg, Va., is an inmate of Martin Hospital and gave birth to a ten pound son last Tuesday night by way of the Caesarian operation. Mrs. Fulks and the child are both doing well at this time, Thursday morning, and the baby nurses and it appears that both mother and son may now live, yet there is great danger for some days yet. They tell that it is an almost unheard of case where both mother and child live after this operation.

Mrs. Fulks is thirty-eight years of age and has been married twenty-one years. This is her first child. For some weeks she has not been well, and expecting confinement, came here to the hospital where she could have the best of treatment. This week after being in labor for eighteen hours the doctors decided that the only way to save her life was by the Caesarian operation. About an hour was required to make the operation which was done Tuesday night. Mrs. Fulks is a sister to Mrs. W. E. Jackson of this city.

The following from an encyclopedia will be of interest in this connection: "The Caesarian operation is the most serious operation in midwifery, and only resorted to in extreme cases, to save life; as, for example, when a woman fully pregnant dies suddenly, by accident or otherwise, the child being still in utero, or when, by reason of deformity, the birth cannot take place naturally, or with the aid of ordinary obstetrical instruments. The operation consists in making an incision in the abdomen and removing the child and contents of the womb en masse, and then sowing up the wound thus made in the usual way. As might be expected the danger to life from this operation is very great in those cases where the living mother is operated on. Certain cases, however, have survived the operation and the proportion of these cases is increasing owing to the improvements in modern surgery. The caesarian operation was known to the Greeks. The Romans also practiced it, and it was considered by them a fortunate circumstance to be so born."

Building Operations.

Some weeks ago it appeared as if the building operations of the country were likely to stop, but evidently this is not the case. Just this week we learn of some large operations right here at home. Alderman B. Beasley will build a nice home for himself. Contractor D. H. Cook has the supervision of building a \$5,000 residence for Mr. I. N. Gordon, of Pilot Mountain. Mr. Cook also has the contract for the supervision of a \$10,000 school building at Boonville.

Hundreds of people in this county have attended the school at Boonville in the years gone by and will naturally be glad to know of the new building to be erected. Boonville is a rural, farming town of a few hundred people, and the village, if such it may be called, has for many years maintained a very high grade school that attracted young people from the best families for many miles around. Some time ago the people saw the need of a better school building and the little town has voted a bond issue of an even ten thousand dollars to erect the new building. At the present time they have two buildings, one being a very old one and the other a frame building erected in recent years. The old building will be torn away and the better one moved some distance and fitted up for a dormitory. The present site will be the location of the new house which will be of brick and have modern conveniences. Workmen are now making the brick and the active work of erecting the house will commence in a few weeks.

McNeer Wounded in France.

Statesville Landmark.
 A dispatch from Ottawa, Ont., says an overseas casualty list includes a number of American wounded. In the list is the name of Stanley McNeer, Lynchburg, Va. Mr. McNeer is a brother of Mr. E. F. McNeer, a prominent business man of Elkin, well known in Statesville. Stanley McNeer is one of many Americans serving with the Canadian forces in France.

Mount Airy and the Liberty Loan.

The people of this town were apportioned the sum of \$60,000.00 as the amount we are supposed to raise for the Liberty Loan fund. It begins to look like the people who have money here are going to do their part, for, up to this time, the amounts subscribed will run well above \$20,000.00, and there are many citizens who have not yet been seen. The banks are supposed to lead in this effort to raise the loan and in this town our bankers are doing their duty in arousing interest on the subject. While many citizens have not thought they were in position to subscribe for large amounts, they have shown a ready disposition to do what they could. A number have taken as much as a thousand dollars and several five thousand dollar subscriptions were made by our people.

The following citizens have subscribed to the loan up to this time:

G. W. Hutchinson, P. S. Rothrock, W. W. Burke, J. D. Smith, R. W. Watson, J. H. Bondurant, Alice Partridge, Elbert Partridge, Wyatt Partridge, Mrs. W. B. Partridge, Mrs. A. G. Trotter, John Banner, Dr. Moir S. Martin, Thomas Fawcett, Thomas Fawcett, Jr., R. L. Haymore, A. L. Bunker, Calvin Graves, Geo. O. Graves, Annie Fawcett, Francis Fawcett, S. M. Hale, J. H. Carter, Geo. D. Fawcett, T. G. Fawcett, W. R. Saunders, Jas. G. Booker, W. H. Spain, E. R. Sawyers, Marvin Ellis, V. M. Lamb, F. E. Marshall, W. C. Jackson, John T. Smith, J. H. Norman, W. H. Lineback, Geo. T. Harris, Will E. Kiger, Improved Order of Red Men, R. H. Leonard, W. F. Midkiff, G. O. Monday, J. L. Harrison, Mrs. J. L. Harrison, J. E. Marion, Garnet Quisenberry, Virginia H. Quisenberry, W. E. Jackson, F. D. Holcomb, T. I. Edwards, Cleve Jarvis, Jr., Margaret Isabel Jarvis, Francis P. Jarvis, R. C. Poore, W. W. Thomas, U. G. Belton, J. A. Jackson, Mrs. Geo. Kittrell, John T. Moord, W. B. Haymore, A. G. Bowman, S. C. Stewart, Mrs. Nannie Samuels, Mrs. J. C. Hollingsworth, B. E. Herman, J. W. Creed, C. M. Ball, R. H. Newton, Will M. Johnson, Mrs. Kate McCollum, J. A. Atkins, First National Bank, Geo. Baily, Jr., Gray Hennis, S. A. Hennis, Henry Schaffer, I. W. Barber, G. C. Welch, John Sabotta, W. R. Bowman, Fred Folger, Nell Folger, Henry Folger, Francis Folger, Warren Smith, Miss Isabel Graves, Worth Banner, I. W. West, The Bank of Mount Airy, W. E. Merritt, C. R. Merritt, Mrs. C. R. Merritt, William Dockery Merritt, S. P. Graves, J. H. Folger, G. C. Lovill, F. P. Sparger, Miss Bess Merritt, Dr. Thos. B. Ashby.

It was a most generous act on the part of the bankers that in making an effort to get our people to subscribe to the loan no man was approached who has a son in the service or who has sons registered and who are likely to see service. The idea is that the people who stay at home must do their bit by putting up the money for those who do fight or furnish sons who fight. All of which shows that our people—some of them, are beginning to see that this country is at war and that there is a work to do, and that every man can do his part.

Will Now Build Court House.

The Fidelity and Trust Co., of Baltimore, the bonding company that is responsible for the erection of our new court house, has taken over the job of completing it and put a force of men to work this week. They are under bond for \$51,000.00 for the completing of the contract and will push the job through as soon as they can.

The company is a large concern and thoroughly responsible. There is yet \$26,000.00 unpaid on the building, and this will nearly meet the expense. So the bonding company will not lose any great amount of the work.

Whooping Cough.

In this disease it is important that the cough be kept loose and expectoration easy, which can be done by giving Chamberlain's Cough Remedy. Mrs. P. H. Martin, Peru, Ind., writes, "My two daughters had whooping cough. I gave them Chamberlain's Cough Remedy and it worked like a charm."

A Big Supply Train Will Seek War Fame

The supply train is the chief artery for the army. It carries everything that keeps the soldiers in fighting trim—food, ammunition and clothing. No army can win battles without efficient supply trains.

The New York national guard has organized one of the most complete supply trains ever got together in the United States. Motor trucks, wagons, hundreds of mules and horses, many kinds of equipment, all are now being assembled to supply the state's troops when they have service in France.

What is needed to complete the organization is about 300 patriotic, strong, experienced teamsters. The husky lads from the lumber sections or the strong muscled men who drive canalboat mules are the type that makes the ideal soldier for the supply train.

To experienced teamsters, especially men who know about the handling of mules, the supply train offers the chance of escaping conscription, the promise of early service in France, and the recruit may do the work for which he is best fitted.

Men of the supply train hold the reins of the army. No branch of service is any more important. Life in the supply train is one round of interesting work. There are no long weary hours in training camps. Instead, members of the supply train are soldiers of action. They are frequently on the move doing their important work of keeping the front lines in fighting condition. When in motion men of the supply train travel many miles over battle country, which gives them the chance of seeing various interesting sides of army life.

Attracts Well Known Officers.

The transport end of the service has attracted some of the best known officers in the American army. At the head of the New York state supply train will be Major T. Harry Shanton, a famous Wyoming plainsman, who for fifteen years has toured all over

the world with transport units.

Major Shanton, an inspiring and picturesque elader, commanded a New York supply train at the Mexican border last summer.

The noted officer was compelled to form his organization mostly from inexperienced city men.

Major Shanton and his train left McAllen and landed at Fort Sam Houston, 330 miles away, over treacherous Texas trails and in weather that was close to the boiling point in less than sixteen days, every man, animal and wagon in perfect condition, they drew up at the finish line for inspection by the regular army officers.

General Pershing, who will lead the American troops in France, reviewed the New York train at Fort Sam Houston and told Major Shanton his march was one of the greatest records ever made by any American army.

Associated with Major Shanton in the new supply train will be Captain George H. Robertson, one of the most famous automobile racing drivers the world has ever known. Captain Robertson won the Vanderbilt cup in 1908, the first American driver to achieve the dardevil feat. Captain Robertson is now an expert in the handling of animals. Like Major Shanton, he is an inspiring and fearless leader.

Mules Give Great Service

In these days of speedy, high powered automobile trucks the reader may question the advantage of army wagons drawn by animals, but it is a striking fact both at the Mexican border and in Europe that the reliable American mule often goes where even the motor truck cannot penetrate. Since the start of the great European war the allies have purchased nearly 800,000 mules in the United States. These sure footed animals have performed wonderful work, particularly in the Vosges mountains in France and the mountainous districts in Serbia and Italy.

Your Uncle Sam wants his armies to be first class in every detail when they battle in France. This is one reason why New York state has or-

ganized such an efficient supply train and why the sturdy, expert up state teamsters are encouraged to enlist with the organization.

The supply train will need eight officers and 301 men. The full complement of the train is 806 mules, twenty three horses and 183 wagons. The road length of the train is 2,196 yards. The carrying capacity of the train is 497,700 pounds. Of the enlisted men in the train forty will be appointed sergeants and thirty corporals. All corporals will be wheelwrights, carpenters and harness makers. Six or eight horseshoers will get the rank and pay of sergeants. Six cooks are required, and they form a very important position in the organization. There are also openings for a few high grade horsemen who, as first class sergeants, quartermaster corps, will be wagon masters and train masters.

For Mount Airy Boys.

Here is a chance for the children of this city to get some pocket change. Almost every family buys syrup of some kind in gallon buckets that are known to the trade as "friction top buckets". The lids on these are so made that syrup can be shipped without the lids being permanently fastened on. These buckets are used here by the hundreds and are usually thrown aside once they are empty.

Now because of the high price of tinware of all kinds we can use some of these gallon buckets in our bee business. The buckets must be delivered to us at The News office on Moore Street and must be clean and free from rust on the outside and the inside. We positively would not have a bucket at any price unless it is free from rust. Now many of these buckets have been thrown about the homes until they show soil, and on examination one can see that the tin is off and that rust has set in. We positively would not use these buckets. But for the ones that we can use we will pay for a reasonable number five cents each, cash, when delivered here at The News office.

J. E. JOHNSON & SON.

ITALIAN QUEENS

FOR SALE

I am now prepared to fill promptly orders for Italian Queens. These queens are from the best of three band Italian stock and are guaranteed to give the best of satisfaction.

PRICE 75c EACH

If you are in a hurry for a queen send me your order and she will come to you by return mail.

F. L. JOHNSON

MOUNT AIRY, N. C. NORTH CAROLINA