

**REPORT OF  
Workmen's Building & Loan Association**

Since organization to May 1st, 1923.

**RECEIPTS**

Installments	\$484,510.15
Interest	74,928.73
Entrance Fees	2,972.25
Transfer fees	345.70
Withdrawal Fees	216.40
Fines	608.55
Bills payable	36,895.00

**DISBURSEMENTS**

Loans	\$278,398.01
Withdrawn Stock	59,540.89
Withdrawn profits	41,789.75
Salaries (since organization)	9,567.70
Taxes (since organization)	2,786.29
Advertising and Printing (since organization)	417.86
Expenses (since organization)	1,840.01
Matured stock	207,841.25
Rents (since organization)	329.00
Cash in bank	3,717.52

**ASSETS**

Loans	\$278,398.01
Office furniture and fixtures	925.00
Cash in bank	3,717.52

**LIABILITIES**

Installments	\$229,128.21
Bills payable	36,895.00
Undivided profits	23,212.32

Number shares in force at beginning of year	5,585
Number shares sold during the year	2,086
Number shares withdrawn during the year	169
Number shares matured during the year	641
Number shares in force at close of year	7,261
Sold for 27th Series, May 1st, 1923	1,941
Total number of shares sold to date	3,702

260 loans averaging \$1,070.74 each.

M. H. SPARGER, Sec. & Treas.

**NORTH CAROLINA, SURRY COUNTY.**

Personally appeared before me, M. H. Sparger, Sec. & Treas. of the Workmen's Building & Loan Association, and made oath that the foregoing statement is true and correct to the best of his knowledge and belief.

Witness my hand and official seal this the 8th day of June, 1923.

OLIVE PERKINS, Notary Public.

**LIFE OR DEATH HANGS ON TRIVIAL INCIDENT**

**Supervisor Medearis, Rode Ill-Fated Engine After Starting to Ride Caboose**

Greensboro, June 10.—John H. Medearis, track supervisor of 356 West Lee street, who met his death when a freight train and a switch engine collided Thursday afternoon on the Atlantic and Yadkin railroad northwest of the city pumping station, was one of the old timers in railroad circles and he leaves behind him a long record of faithful service.

Nearly 40 years ago when the old Cape Fear and Yadkin Valley railroad was built from the mountains to the sea, Mr. Medearis, then foreman of a construction gang, helped grade the road, bridge the streams and lay the ties and steel. Later when the C. F. and Y. V. was sold to the Atlantic Coast Line and to the Southern Mr. Medearis remained on that section of track of the line bought by the Southern—Mount Airy to Sanford, which is now the Atlantic and Yadkin, a subsidiary of the Southern system.

In his long service with the road Mr. Medearis had ridden thousands of miles up and down the old C. F. and Y. V. railroad in his work of inspecting the tracks. Besides a very large acquaintance among his fellow workers in railroad service he had friends and acquaintances in every town, village and waystation along the line. His good nature was proverbial and the cheery greeting of the inspector will be missed by thousands who for years were accustomed to see him standing on the rear of some passing train on the lookout for flaws in the track.

When the final day of the inspector's life came it was his decision in what would ordinarily be a trivial incident that came to decide his life or death, according to a group of his friends who were discussing his tragic death yesterday. It was a peculiar turn of fortune's wheel, a queer twist of fate, they said, that came just before his life was crushed out by the massive engine that fell upon him.

Mr. Medearis had gone out on the job Thursday morning expecting to return on an evening train. An incoming freight train arrived at a point near Reedy Fork creek where the inspector was supervising some work and he decided to avail himself of this means of coming into Greensboro. He had started back to the rear of the train, it was related, to get on the caboose, when one of his friends if the train crew who was on the ill-fated engine, shouted: "Hey, Cap'n! Come on up here and ride with us. I've got something to tell you." Medearis turned then, it was said, and re-tracing his steps climbed up into the engine. A few minutes later he was dead—buried beneath tons of twisted steel and iron.

**Hard To Select Names For Twenty Children**

"They tell me you are the father of 20 children?"

"I can't deny it. It is every word true."

"Could you give me a list of the names of the 20 children?"

"I wouldn't undertake that without referring to the family records."

This prelude a representative of this paper approached Mr. J. M. P. Morrison at his home near the old Morrison mill on the Wilkesboro road. Mr. Morrison is almost 75 years old but could easily qualify as a man of only 65 summers. He is naturally an optimist—a man who lives on the sunny side of life and takes his days just as they come, without undue worry for the things of tomorrow.

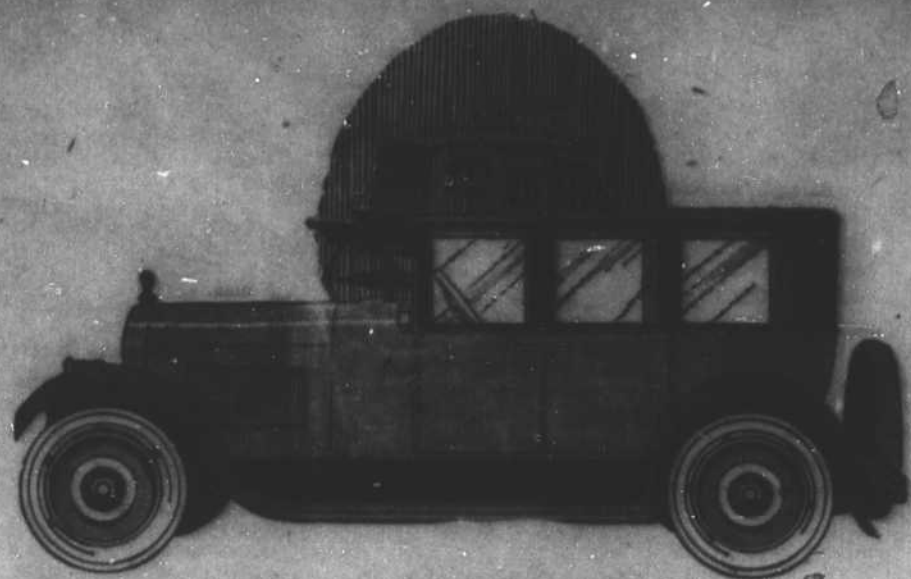
"Being the parent of 20 children, you have found life quite a steep grade, I suppose?"

"No, nothing unusual. I have been obliged to teach my children to work and have always had plenty of help. There's O. B. and J. P., twins, 12 years old; they're getting big enough to plow as well as a man and I am getting to the place where I hope I can let up a little and not work so hard."

Mr. Morrison has been married twice. There were eight children by his first wife, four dead and four living, and 12 by his second wife, eight living and four dead, making in all 12 living and eight dead.

Baby number 20, a boy, arrived May 10. To inquiries about its name, Mr. Morrison declared he did not have the remotest idea what they will call him. "We are 'plum' out of names, been out in fact. When the twins came the trouble of naming 'em doubled up on us and we just started to call 'em O. B. and J. P. and that's all the names they've got."

We suggested that he name Baby No. 20, after the next President—Henry Ford—(?) as he might go farther and do worse. Then again the idea of the thing might strike a responsive chord in Henry's generous heart and he likely as not might start one of his family flivvers rambling this way, for, who can say that the sire of 20 children is not greater than "he that taketh a city?"—Statesville Landmark.



**A big Coachbilt Sedan —**

Coachbilt Anderson Aluminum Body; 3 Cylinder Red Seal Continental Motor; Westinghouse Starting, Lighting and Ignition; Borg & Beck Clutch; Ford Tires; Alemite Lubrication; Snubbers; Motometer; Wind Shield Cleaner; Wind Shield Shade; Foot Dimmer for Headlights; Cowl Ventilator; Heater; Foot Rest; Vanity Set; Dome Light; Reading Lamp. Averages 19 miles per gallon of gas. Wheelbase, 115". Color—Maroon body with black mudguards.

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**ANDERSON**  
ALUMINUM SIX

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Mount Airy, N. C.

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**10%**

We announce a 10% reduction in tires and tubes effective June 11. The lowered cost of crude rubber and the special Firestone manufacturing and distribution advantages make this possible.

Firestone factories are organized on a basis of large volume, and effective production costs are down but quality is at its peak. Stockholder, workmen are daily building many thousands of Gum-Dipped Cords—the best Firestone ever produced, and we believe, the leader on the market today.

Firestone cords took the first four places and eight of the ten money positions in the

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Firestone Gum-Dipped Cords have set new standards in mileage, traction, comfort and safety. Car owners have expressed their approval of the extra value in Firestone Gum-Dipped Cords by increasing their purchases 194% in the past six months. We have replaced many expensive brands with warehouses. We now have 168 distributing points which are delivering Firestone tires to the consumer at the lowest cost in our history.

Follow the tide of economical tire buying—equip with Firestone Gum-Dipped Cords—and learn what Most Miles per Dollar means to you today.

Get a set of these Gum-Dipped Cords from one of the following dealers:

**Granite City Motor Company**  
**Smith Motor Company**  
**Most Miles Per Dollar**

**Southern Railway System**  
Announces  
**Popular Excursion**  
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**Washington, D. C., June 15, 1923**  
Round Trip Fare From  
**MCUNT AIRY**  
**\$10.00**  
Tickets Good Three Days  
Schedule Special Train and Round Trip Fares

Leave:	Schedule.	Round Trip Fare.
Charlotte	7:30 P. M.	\$10.00
Greensboro	10:35 P. M.	

Use Regular Train to Greensboro, thence Special Train Arrive Washington 7:50 A. M., June 16th.  
Round trip tickets on sale at all stations in North Carolina west of Marion and east of Raleigh.  
Pullman sleeping cars and day coaches.

**Big League Baseball Games**  
Washington Americans vs. Chicago Americans, June 16-17.  
Washington Americans vs. Cleveland Americans, June 18.  
See Ray Schalk, Walter Johnson, Stanley Coveleskie and other great stars in action.  
Tickets good returning on all regular trains (except No. 37) up to and including train No. 33 leaving Washington, D. C., 9:35 P. M., June 18th, 1923.  
Make your sleeping car reservations early.  
For detailed information apply to ticket agent or address,  
**R. H. GRAHAM,**  
Division Passenger Agent,  
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