

The Mount Airy News.

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\$1.50 PER YEAR IN ADVANCE

150 Miles New Roads Built in Surry Last Year

Taxpayers Best Investment Brings Speedy Returns in Road Work; Coming Year to Be Marked By Surface Improvements

The Surry County Highway Commission last year built 150 miles of new road, topped 95 miles, improved by widening and regrading 30 miles and built seven bridges, three of them 100 feet long. They expended altogether \$275,000, of which sum \$150,000 was from a former bond issue and the remainder came thru the regular channel of taxation.

Surry's tax rate for roads is only 40 cents on the hundred dollars. The Highway Commission, to whom the county is indebted for the showing of the past year, is composed of the following men: Dr. M. S. Martin, of Mount Airy, Chairman, J. S. Patterson, of Pilot Mountain, Secretary-Treasurer, R. M. Chatham of Elkin, W. B. Williams of Mountain Park and Joe Sparger of Mount Airy. Surry county is to be congratulated on the energy and efficiency displayed by its highway builders, and in this connection it would not be in bad taste to state that a large measure of praise for the past year's achievements is due to the untiring devotion of Joe Sparger and the highway engineer, W. L. Kirkman.

It was thought best during the past year to build a great many short links, connecting up isolated settlements with the main arteries of travel. Notable among the achievements of the year might be mentioned the completion of the Bill's Hill connecting link on Fish river and the 50 per cent completion of the Lowgap road. It is the plan of the Highway Commission during this year to expend most of its funds on surfacing the roads already in existence. It avails little in this age of the automobile to expend vast sums in grading dirt roads unless the surface of those roads are made passable for auto traffic.

Surry county inside of five years will have a system of improved highways second to none in this section of the state, unless her citizens get cold feet and begin to look on road expenditures as a luxury and not as an investment. When the 150 miles of roads completed last year, the many miles formerly improved and the 84 miles of State highways in the county are all properly surfaced, Surry county will be upon the threshold of her greatest era of prosperity. Following is a detailed list of the new roads constructed and the improvements made during the past year.

Mulberry via Dobbin's mill to Salem Fork road, five miles. Salem Fork towards Lane's mill, two miles. Salem Fork road via Cave's mill to Dobson, five miles. From Zephyr road at Buck Wall's farm into Dobbin's mill road, three miles. From Mountain Park to Park station, six miles. From State Road post office three miles east. From Zephyr road via Jim Eldridge's farm towards old Hampton place, two and a half miles. Mulberry towards Lane's mill, two miles. From the County Home via East place to Thurmond road, five miles. From East's place to old Cadie Ford road, five miles.

From the Haystack road to the Lowgap road, one and a half miles. Oak Grove to Frazer Golding's, three miles. Three miles of heavy grading on the Bill's Hill road on Fish river. This stretch of road contains two 100-foot span steel bridges costing \$3,500 each, with two smaller bridges of 30 feet and one of 20 feet. Most of the steel for these bridges is now on the ground and an expert bridge builder is now putting them in place.

The Lowgap mountain grade of three and a half miles, with a maximum grade of not over five per cent, is 50 per cent completed. This work which is perhaps the most noteworthy undertaking of the entire year, will be completed by spring or early summer. Then there is an extension of the Dobson-Round Peak road for one mile. The Lowgap road out of Mount Airy has been widened and resurfaced from the city limits to Oak Grove, a distance of ten miles. Six and a half miles of the County Home road has been topped. From the Elkin road to Tobe Hudson's mill topped, one mile. The road connecting Fanny Gap road with the Dobson road via Cross Roads was topped

soiled for a distance of 9 miles.

From Ball Knob schoolhouse to Ararat road was widened and in part topped, seven miles. Topped Ararat road from Ararat to Dunnegan schoolhouse, three miles. Elliott's mill to Dobson and Pilot Mountain road, five miles. Near Elliott's mill one 100-foot bridge and one 50-foot bridge was constructed. A one and a half mile branch from Siloam road at Mosey's store going west. From Jack Simpson's to Rockford road, six miles; and another branch of same road two miles. From near Rockford to Rockford-Elkin road four miles. From Siloam going west to a school, four miles. Spur from Pilot Mountain dam to Siloam-Winston road, three miles. Soiled two miles from Ararat to Winston road at Long Hill. Old Winston road around Pilot Mountain topped 14 miles. Built and soiled 22 miles of road from Pilot Mountain road towards Pilot school. Topped from Siloam to Key's store, six miles. Four mile spur east from Winston road near Shoals. From city limits of Pilot Mountain to Stokes line, one mile. Pumpkin Hill road and connecting spur, six and a half miles. Nine miles of road in the Westfield section. In the Mount Hermon section 17 miles of road.

Whitaker's Cross roads and connecting link, six miles. From Union church to Dobson, two miles. Two miles of the Ward's Gap road was topped, as was also a similar stretch of the Green Hill road. Regraded and topped seven miles of road from Westfield to Pilot Mountain. Improved Sulphur Springs road for six miles.

President Coolidge Calls on Sick Valet

Washington, Jan. 20.—Negro residents of the northwest section of Washington got the thrill that comes only once in a lifetime today when President and Mrs. Coolidge went calling in their midst. The call was made on Arthur Brooks, negro valet to Presidents since the Taft administration, who has been confined to his home for several weeks by illness.

Stepping into his automobile after attending church services, Mr. Coolidge asked to be driven to Brooks' home. Great excitement prevailed in the vicinity of Brooks' home when a big car bearing the White House coat-of-arms drew up at one of the modest red brick homes there and the word was flashed up and down the block that the President and his wife were visiting one of their number.

Mr. and Mrs. Coolidge spent about 15 minutes with Brooks expressing their hopes for his recovery, and receiving his thanks for the flowers which had been sent him from the White House conservatories during his illness.

Why Some Farmers Are Landless?

Why is it that more than 117,000 farmers in North Carolina are landless? No question is more difficult to answer. There is one answer, vague though it is, which no one can deny as correct; these men thus far have been unable to climb the ladder of agricultural success to ownership. The assumption is that a prospective farmer will begin as a hired laborer or cropper on his father's or some other farmer's land that he will soon become a share or cash tenant and will ultimately become an owner of some piece of land which he can call his own. If the so-called "Agricultural Ladder," by means of which men climb to land ownership is working according to the method by which the great majority of American farmers become land proprietors in the past there should be a constant stream of farmers making the steady ascent from laborer to cropper, from cropper to tenant, and from tenant to ownership. —From the Tenancy Bulletin.

Triplets and Twins Thrive in Penn State

Harrisburg, Jan. 7.—Excess baggage caused the stork in Pennsylvania in 1922 to carry 2,614 sets of twins and thirty-six sets of triplets, according to Dr. Wilmer E. Batt, State Registrar of Vital Statistics.

Triplets were born once in every 8,000 births and twins 1.8 in every 1,000 births among natives and three times in every 1,000 births among foreign and negro mothers.

GASTON COUNTY PROUD OF WELFARE SUPERINTENDENT

She Totes a Gun and Is no Slouch With it, If You'll Hear a Reporter of The Gastonia Gazette

Gaston County is proud of its superintendent of public welfare, if a sketch of Miss Fay Davenport, the officer for that county, which appeared in The Gastonia Gazette, can be taken as indicative of popular opinion there. This sketch was one of a series appeared under the head of "Main Street Folks," and read as follows: "When the department of public welfare was created in North Carolina there was some doubt as to its success. Many were skeptical. Some predicted that it would be a failure, and in some counties it has been. The office depends for its successful functioning on the right sort of person at the head of it. If it is made a football of politics, the position will amount to nothing. In those counties where the job is given any political aspirant to satisfy a party debt, the office amounts to nothing.

"The most successful welfare superintendents have been, in many cases, women. They possess to a marked degree the discernment, the sympathetic understanding of the wayward boy and girl, that some men do not. Gaston County's welfare superintendent, Miss Fay Davenport, is a striking example of this sort of woman. Most of the duties of this office center around erring boys and girls and it takes an understanding, human sort of a person to deal with bad boys and girls. Miss Davenport is that kind. She has been instrumental in reclaiming many wayward boys and girls. Together with Clerk of the Court S. C. Hendricks, she has done a wonderful work.

"There are other duties about this office too. For instance, she is trust officer for the county. She is the authority on issuing work cards for young boys. She has charge of the enforcement of the child labor law in the county and a dozen other things.

"In addition to her other duties, Miss Davenport is a deputy sheriff of Gaston County, and when on official business that might need a little argument to clinch, she totes a gun and wears her badge of authority. And she is no slouch with a gun, either."

66 YEAR-OLD DOCTOR FLIES TO ADMINISTER RADIUM

Dr. Julian Baker Hops Off With \$125,000 Worth of Radium in His Pocket

Raleigh, N. C., Jan. 13.—Loading his not inconsiderable gross displacement, his 66 years and his little speck of radium valued at \$125,000 into an airplane Dr. Julian Baker left the earth at Tarboro at 2 o'clock sharp yesterday afternoon and at one minute past 3 o'clock the wheels of his ship settled down in the mud at the new landing field on the Garner road and 15 minutes later the doctor was administering to his patient in Rex Hospital.

Dr. Baker was frank to confess that he took more chances coming to his patient than his patient would have taken if he had waited for a normal means of travel to bring a physician 68 miles, but then, he is an enthusiast about airplanes, and if he were some years younger, he would drive his own. Even at 66 he is not entirely convinced that he could not learn to fly in a reasonably short time.

The doctor was a little watery about the eyes when he was hoisted out of the forward cockpit of Mr. Fillmore's ship. It was cold aloft yesterday, down below the freezing point after one got above 1,500 feet, and moving at 60 miles and better per hour. The doctor confessed to being cold, when it didn't take any confession to establish the fact that he was down about freezing. Winds in the upper altitudes have mighty little regard for stout coats.

Somewhere along the way Mr. Fillmore got to wondering what would happen if the radium got to flirting with the magneto on his engine, but there seemed to be nothing that could be done about it. If it kicked out, it would kick out, and . . . well, it is the hazard of the air. But the radium behaved itself very respectfully and nothing happened to disturb progress except that it was a little rough aloft. The air on the ground was smooth and soft, but up there it was as full of holes as a piece of cheese.

Dr. Baker has been up before, but he had never gone trafficking about the country in an airship. He likes it mighty well, he said, despite the fact that he was colder than anybody except an Eskimo has any business being.

Mistress of the Air Narrowly Escapes Destruction

Largest Dirigible in World Drifts for Hours Crippled and At Mercy of the Winds.

Lakehurst, N. J., Jan. 16.—The world's largest airship, the navy dirigible Shenandoah, which was twisted loose from her mooring mast and swept along the Atlantic coast by a gale that reached 72 miles an hour, was gallantly fighting her way home tonight shortly before midnight.

For more than an hour officials at the naval air station held out little hope that she ever would be brought back safely. Finally, however, wireless messages indicated that the ship was under control and would ride out the storm.

Every man and officer at the station was ordered to stand by ready to help with the landing should the ship return, while acres of land about the stations were illuminated with huge searchlights.

Coolheaded Work Saves Vessel.

Lakehurst, N. J., Jan. 17.—It was the cool-headed work done in a few seconds that saved the Shenandoah from destruction when the giant airship was torn from her mooring mast by a 72-mile gale that swept the Atlantic coast last night and carried her on a careening chase to New York city, it was asserted tonight by those who made the erratic flight.

When the gust of wind tore the navy's pride from her 165-foot mooring mast with a crash that could be heard above the storm, those on board instinctively did the right thing. They leaped for the levers that release the ballast and, instead of crashing to the earth, the ship stood still for a moment, shuddered and started to float away in the storm. The officers on board declared the ship started to drop and they believed they were within six feet of the ground when she started to rise.

And it was the same coolheaded work throughout the seven hours fight against the elements that permitted the Shenandoah to outfight the storm and return to her hangar early this morning. Sailing a whole ship in storm like that of last night would be no easy task, and the work of those on board was made doubly difficult by the fact that her nose had been torn away and a part of her sides ripped to shreds.

Editor's Note—The Shenandoah is 680 feet long, 79 feet diameter, and its 29 immense gas chambers, containing 500,000 worth of helium gas, have a lifting power of 136,000 pounds. It has six 250-horsepower engines, maximum speed of 75 miles per hour, and a cruising radius of over 4,000 miles. The crew consists of 30 men.

FIVE BIG AIRSHIPS LOST IN FOUR YEARS

Peril of Shenandoah Recalls Series of Tragedies to Big Dirigibles

The most recent airship tragedy was the loss of the Dixmude, the French dirigible, which disappeared several weeks ago and of which no definite trace ever has been found except the body of her commander, which was recovered from the Mediterranean sea, a fragment of another body and a mail bag. It has been believed that she exploded in midair.

On Feb. 21, the dirigible Roma, built in Italy and sold to the United States Government, blew up over Hampton Roads. In Aug. 24, 1921, the ZR-2, built in England for the United States, burst into flames over Hull, England with a death toll of forty-two. On Jan. 1, 1921, the British dirigible R-34 which made two trans-Atlantic voyages in 1919, was wrecked in a gale at Howden England.

Other airship accidents included in aviation history are:

July 21, 1919—Loss of ten lives when dirigible Akron fell in flames into the Illinois Trust and Savings Bank at Chicago.

July 15, 1919, British airship NE-11 fell into the North Sea with a loss of twelve lives after being struck by lightning.

June 24, 1919—Airship and airplane collided at Vienna killing eleven.

Sept. 5, 1915—Zeppelin L-1 destroyed off Heligoland with loss of fifteen lives.

Oct. 17, 1913—Zeppelin L-3 crashed

ed over Johannisthal Aerodrome, killing 28.

July 2, 1912.—The balloon America, groomed for a trans-Atlantic voyage exploded at Atlantic City, killing five. Besides the Zeppelin 1 and 2, Count Zeppelin lost four other great passenger dirigibles in accidents—Zeppelins 3, 6 and Deutschland 1, 2.

Tax-Free Securities Total \$12,300,000,000

Washington, Jan. 12.—There are \$12,300,000,000 in tax-exempt securities outstanding, the Treasury Department has announced apropos the movement urging Congress to submit to the several states a constitutional amendment to stop the issuance of tax-exempt securities.

The figure was based on compilations of the Bureau of the Census, supplemented by the latest information of the Treasury, the record being as of Jan. 1, 1924.

William R. Green (R.) Representative from Iowa, chairman of the House Ways and Means Committee, has filed a resolution in Congress to give the Federal Government the right to tax state bonds and the states reciprocal rights to tax federal bonds. A subcommittee of the Ways and Means Committee voted in favor of the resolution and it has the support of the Treasury Department.

This resolution, if adopted by two-thirds of each Congress and ratified by three-fourths of the states, will become the Twentieth Amendment to the Constitution.

MR. WILSON VISITED BY PARTY CHIEFS

Former President Obviously Pleased With Visit of Pilgrims to His Residence

Washington, Jan. 16.—"Mr. Chairman, I am glad the convention went to New York."

This was Woodrow Wilson's greeting to Cordell Hull, who headed the pilgrimage of the Democratic National Committee to his home today.

The former President turned to Mrs. Emily Newell Blair, Vice Chairman of the committee, and murmured a word of satisfaction at the advent of women into the larger affairs and "the splendid work you have done for our party."

Mr. Wilson received the committee and an additional hundred or more people who attached themselves to the party, in his study on the South Side of his S. Street residence. He shook hands with every man and woman as the long line filed by—there were probably 200 in the line—and had a word of greeting for each. Mr. Hull too his stand at the former President's right with Mrs. Blair at his left and presented the visitors.

Wilson Received in Chair It was a dramatic occasion. The former President sat in an arm chair, his left arm—the bad one—lying across the resolutions that had been presented. He has not lost the Presidential grip—the swift grasp of the extended hand of the visitor, a momentary pressure and a dropping of his own hand from the wrist, ready to repeat with the next in line. Only in this way does the man who has to shake hands with hundreds or thousands escape the crippling consequences of this progressive cordiality.

Mr. Wilson sat leaning a little forward, his head slightly drooping. His color is good, there was a smile on his lips and there was nothing perfunctory or feeble about his hand clasp. But the contrast between the bowed figure by the fireplace and the crest, vivid, keen personality most of his visitors remembered was distressing. Down the line the tears could be seen on the faces of women, and more than one man choked up as he extended his hand.

Just outside the room at the head of the stairs stood Mrs. Wilson smilingly receiving the reverential procession, but darting approving glances into the study. If she felt any anxiety at the ordeal it happily was unexpressed. The old chief shook the last hand as vigorously as he did the first, smiled just as cheerfully and apparently was none the worse for the crowded hour.

FARMERS—If you have something to sell, a little ad in The News will sell it for you at small cost.

World News Briefly Told

RATS BIG AS CATS

Rats said to be as big as cats have in the past few weeks bitten persons in New York city, one woman having died from the bite of a rodent. Two of the victims were taken to Bellevue hospital.

NEW JAPANESE QUAKE

Fifty persons were killed in Tokio, Japan, on Jan. 15, when another earthquake occurred. Houses in the suburbs were set on fire and many made homeless. Yokohama, another Jap city, had over 600 houses shaken to the ground.

NEW YORK GETS DEMOCRATIC CONVENTION

New York won the National Democratic Convention over San Francisco. The date set is June 24. To secure the convention business interests had to put up \$400,000. This will be the second time in history the city has entertained the Democratic convention. The first time was in 1868.

BUTTER AND EGGS FALL

Government reports last week to the effect that the country had a large stock of eggs, butter and other food stuffs on storage, coupled with the mild winter caused a sudden drop in food prices, particularly butter and eggs.

"HELP GERMANY GET WELL"

In the appeal of Gen. Chas. G. Dawes, American representative on the commission to investigate Germany's ability to pay her debts. The motto of the commission is, "strictly business, no politics."

OTHERS WANT THE SHOALS

Henry Ford is not the only man who wants to control the vast power resources of the Tennessee river at Mussel Shoals. Big Niagara Falls electric plants it is said are now bidding against Ford for the project. Secretary Fall has recently received a joint offer by three Southern power companies proposing a 25-year lease with a rental to the government of one hundred million dollars.

REV. A. C. DIXON, 68, WEDS

Rev. A. C. Dixon, of Brooklyn, N. Y., brother of Tom, of the Leopard Spots, sailed on the Majestic last week for England to marry a second time. He is 68 years old and lost his wife only a couple of years ago. He will marry the widow of Rev. Charles M. Alexander, who in his day was a noted evangelist.

PETITION TWO MILES LONG

What is said to be the largest petition ever presented to Congress was presented to the house of representatives by Darrow of Penn. It was two miles long and contained 345,516 names, mostly farmers. These signatures were from a number of states and the petition was a prayer to congress to reduce expenses and lower taxes.

RUSSIANS BUYING COTTON HERE

The Russian people bought on the cotton market last year, most of it in the United States, forty million dollars worth of the staple. The Russian textile syndicate is buying practically the same amount this year. The first shipment of \$2,500,000 will go out of New Orleans for a Russian port early in February.

ELIHU ROOT SURVIVES OPERATION

Elihu Root, former Secretary of State, was operated on recently for kidney stones. It was feared his advanced years would make it difficult to pull him thru but he stood the operation without mishap.

CONGRESS DOWN TO BUSINESS

Congress has at last organized and is getting down to business. The big job before the present session is tax reduction, but there will be a long struggle by the advocates of contenting plans. The Republicans are split over the Mellon plan and the Democrats will insist on the Garner plan and the people back home will demand a raft of appropriations for this and that and at the same time insist upon a general tax reduction.