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## PREPARATION FOR THE GREAT PUSH OF 1918.

**It is in This Spring Offensive by Which Allies Confidently Expect to Turn the Tide of War That We Must Play Important Part.**

Washington, Oct. 22.—When David Lloyd George announced, upon America's entering the war, that what her European allies would expect of her would be "ships" ships and—more ships," he not only knew what he was talking about but also laid at America's door the hardest problem of all. As time has passed this government has been more and more convinced of the gravity of the shipping question and now it is called upon to solve that question during the coming winter or fall in the part that she has agreed to play.

Shortly after Field Marshal Haig began his series of drives on the Flanders front, all of which have been successful up to date, Secretary of War Baker announced that these drives were part of a comprehensive plan of the British general staff, not to drive the Germans out of a wide area, but to gain control of a number of exceedingly valuable strategic points from which a tremendous drive could be executed in the spring of 1918.

### Baker Was Right.

The British press gave vent a slight criticism of the estimate of the situation made by the American cabinet officers. In England the idea was that the Haig drives were true drivers, aimed to force Germany back over a great length and breath of territory. This feeling seems to have pervaded the entire British public.

Subsequent events proved that Secretary Baker was correct, for General Haig has so far done just what Mr. Baker said he had planned to do and his operations of the present indicate that he is simply carrying out a series of movements preparatory to a great offensive next spring.

If Haig can gain and hold during the winter months a number of these points of vantage Germany will be in an awkward position when the great allied offensive of 1918 opens. They will be forced either to fight from extremely disadvantageous positions or else concentrate another "master retreat" like that from Arras.

It is in this tremendous spring offensive, by which the allies confidently expect to turn the tide of the war and to initiate the beginning of the end that America is expected to play an important part. We are expected to be in the superlative addition to the British and French forces. In filling this role we must supply men and material and land them in France and back of the lines on the western front.

### Ships Will be Procured.

The first batch of vessels the shipping board is building through the emergency fleet corporation will hardly be ready to go into commission before April, 1918. But in that month the great allied offensive probably will begin. Therefore since we cannot depend upon our new ships the shipping board has been called upon to furnish ships by commandeering and in any other manner possible.

The outlook indicates that the ships will be produced when the pinch comes. The South American and Asiatic trade will suffer. Ships will be taken from the Pacific and the Atlantic coastwise lanes and diverted for trans-Atlantic work. It is also probable that a number of vessels will also be taken off the Great Lakes.

In addition to these sources of ship supply, there are the vessels of certain neutral countries. The attitude of the allied governments toward Holland has something to do with this plan and it is not at all impossible that Dutch vessels now held up in this country will be diverted to the use of the allies.

This government must get supplies to Europe during the winter. Oversea work is harder than that at any other season, naturally. The task is a grim one and Herculean, but the government is determined to accomplish it.

The recent taking over of all American shipping was taken over of all American shipping was the first step toward the solution of the tonnage problem probably will come next and after that the matter of neutral shipping will be dealt with.

## ARMY TRANSPORT DESTROYED BY U-BOAT

**Tragedy at Sea Carries the Largest Casualty List of War in American Lives.**

Washington, Oct. 19.—The American army transport Antilles, homeward bound under convoy, was torpedoed and sunk by a German submarine in the war zone Wednesday. About 70 men are missing, and probably are lost.

All the navy and army officers aboard and the ship's master were among the 165 survivors. The missing are members of the crew, three civilian engineers, some enlisted men of the navy and 16 of 23 soldiers returning home for various reasons. Neither the submarine nor the torpedo was seen and the transport, hit squarely amidship, sank in five minutes.

### Brings Home Rigors of War.

This tragedy of the sea, the first in which an American ship engaged in war duty has been lost, is the first of its magnitude to bring home to the people of the United States the rigors of the war in which they have engaged against Germany. It carries the largest casualty list of the war, so far, of American lives, and marks the first success of German submarine attacks on American transports.

That the loss of life was not greater is due the safeguards which the navy has surrounded the transport service, and the quick rescue work of the convoying warships.

Secretary Daniels announced the disaster tonight in a statement based upon brief dispatch from Vice Admiral Sims, which gave few details and did not say whether it was a day or night attack. An accurate list of the missing cannot be issued until General Perahing reports the names of the army men on the vessel and the list of the merchant crew. Following is the announcement:

### Secretary Daniels' Statement

"The department is in receipt of a dispatch from Vice Admiral Sims which states that the American army transport, was torpedoed on October 1 while returning to this country from foreign service. This vessel was under convoy of American patrol vessels at the time.

"The torpedo which struck the Antilles was not seen, nor was the submarine which fired it. The torpedo hit abreast of the engine room bulkhead, and the ship sank within five minutes. One hundred and sixty-seven persons out of about 237 on board the Antilles were saved. About 70 men are missing.

### Flies 325 Miles and

### Carries Eight People.

Mineola, N. Y., Oct. 22.—Carrying eight passengers, Lieutenant Silvio Resnati arrived at the government aviation field here in his Caproni biplane at 4:21 o'clock this afternoon, completing a flight of about 325 miles from Hampton, Va., in four hours, 11 minutes.

According to officials of the aero club of America, the flight breaks all records in the United States for machines carrying two or more passengers. In 1916, Victor Carlstrom and Steve McGordon, each carrying one passenger made flights on the same day from Newport News to Sheepshead Bay, N. Y., a distance about 20 miles shorter than Lieut. Resnati's achievement. The only flight with as many as eight passengers made in this country before was between Newport News and Washington.

Resnati did not use a triplane in making the trip, as intended, it was explained upon arrival here but will be used on a trip to made soon over the same route as traveled today. The large bi-plane which Resnati piloted today has a spread of 85 feet, while that of the tri-plane is more than 100 feet in breadth. Each is equipped with three motors and propellers.

## German Officers Shot in Back by Their Soldiers

Washington, Oct. 23.—Interesting statements about Germany's unsettled political situation and thearchy in the ranks of the army, made by an East Prussian prisoner, have been received here in official dispatches. According to this soldier, the socialistic and revolutionary spirit is growing so rapidly that it is expected to endanger the supremacy of the junkers by spring, and the military authorities are adopting most severe repressive measures. He also told a story of how German privates left their officers to their fate in the face of fire, and of how officers, hated by their troops, fell on battlefields with bullets in their backs.

## The Progress of Our Nation During the First Six Months of War

A speech delivered by J. H. Carter, on October 13, at Broadway Theatre.

When the United States unfurled the Stars and Stripes to save the world herself included, from being overpowered by the most despotic, desperate, designing dynasty that the world has known since the days of the cruel Nero, she called not only an army and a navy, but a NATION to give, if necessary, the "last full measure of devotion and sacrifice."

Since that time legislative, military, naval and construction mistakes and blunders have occurred. Money has been voted in billions and expended at times with a reckless hand. Yet we are getting results. Our national Government has realized that "the quickest way out is straight through." Here are some of the facts.

On April 6 the world's Independence Day—our standing army was barely adequate to insure domestic tranquility; today one million five hundred thousand boys in khaki are mobilizing for active service in thirty-two great army camps that have been constructed almost overnight. Today these military cities of thirty to forty thousand soldiers are athrob with patriotic life and resonant with martial music, where a few weeks ago the whispering pines were swaying in virgin forests. Twenty-seven thousand young officers have been trained; double that number being now in training. \$640,000,000 is being spent in the construction of airplanes and the training of our soldiers of the air. In a few months more America, the pioneer in aviation, will be participating on a mammoth scale, amid the whir of Liberty motors, in the battles of the skies.

On April 6, our navy numbered 64,680 enlisted men; today the total strength of our naval forces and Marines exceed a quarter of a million men. When Count Von Bernstorff, professing friendship for a nation he had just attacked, was trapped, the fleet of New York harbor, the vessels in our navy service numbered 224; today Old Glory is proudly flying over more than 1200 vessels, and the number is daily increasing. The Atlantic Fleet has more than doubled. The Navy today is more than seven times as great as in the Spanish-American war. 647 additional vessels are under construction, and three or four hundred submarine chasers and destroyers were authorized in the closing hours of Congress. Today every mail of our vast expanse of seacoast is guarded.

We are building for war to be sure but in the work of the shipping board with 433 ships under construction, 237 others under negotiation, and perhaps still others to be built—the transportation problems of Europe and America alike are being solved. When the war is concluded America will be owning and operating the greatest merchant marine in the world.

One hundred thousand perhaps more of our boys have been transported through Germany's zone of murder (where a short time ago German pirates were laughing as the cold waves swallowed an American life. This splendid record will perhaps not be continued indefinitely, yet in spite of criticism that great great American statesman, Josephus Daniels, is at the head of the most efficient navy in our history.

My fellow countrymen, we are proud of this unparalleled progress. We are already proving that not the autocrat's power, but the peoples power means efficiency and victory. And when all of the people, now living at home in ease and comfort, cease to criticize their own government, and go down into their own pockets, the day will be hastened when the bands of Pershing's army will play the Star Spangled Banner, and Dixie in the city of Berlin.

## 35,000 Germans Desert; Crossing Dutch Front.

London, Oct. 17.—The Evening Standard says:

"In August and September 35,000 German deserters crossed the Dutch frontier. At several points it is reported that the frontier guards of the enemy themselves joined the run-aways.

"The dread of having to endure another winter in the trenches on the Flanders and France fronts and then of having to face a new army from the United States is probably the chief reason, but suspicions are beginning to be entertained even in Holland. All these deserters may mean something different, and the Germans may be allowing their men to pass into Holland for a hidden purpose."

## TO SECURE AUTO YOUNG MAN PURLOINS \$6,000

**Money Taken From Danville and Western Train While Express Agent Was in Car.**

Danville, Va., Oct. 18.—Determined at all hazards to become the possessor of an automobile, Percy Burnett, brakeman on a Danville and Western railway train, stole \$6,000 from the safe of the express messenger on Tuesday and departed himself for a short time. The robbery occurred on Tuesday evening, but it was not until last night that the public knew anything about it for the loss was kept quiet. With Burnett's arrest, confession and the recovery of all the money late last night, the story was unfolded and today the youth is being held for the next meeting of the grand jury in December.

The two main factors leading to the solution of the mystery were a brakeman riding in a handsome automobile and the fact that the same man was observed by the express messenger on the train on the day of the robbery. These facts were all that the police possessed when they were called into the case yesterday afternoon. They put the suspected man under surveillance, but as Burnett made no faux pas that would justify his arrest, they took the bull by the horns, taking the young man to the courthouse, where they subjected him to a three-hour sweating, broke down an obstinate denial and secured a full confession. Later the young man took the police to his rooms on Berryman avenue, unstrapped a trunk and handed the officers a thick wad of bills and told them where they could find the automobile that he had purchased for spot cash yesterday afternoon.

The money in the pouch was consigned by the Bank of Leaksville, N. C., to the Merchants' National bank at Raleigh, N. C. It was to be sent on the Danville and Western train to Danville, here to make connection with a main line southbound train. A. L. Williams, of this city, was the express agent on the train and he was notified of the loss of the money, signed for it, and placed it in his safe. Upon arrival in Danville at 10 o'clock Tuesday evening Williams when he went to recover his valuables in the safe found the pouch gone. Williams was in serious straits for he was answerable for the whole amount, and despite his earnest protestations he was under a cloud and had to go through with a severe cross-questioning. By yesterday at noon, no progress having been made, local Police Detectives were called in, also Fleet Reagan, Southern railway officer, and together they sifted what few facts they had. Reagan, who knew Burnett and saw him in an automobile yesterday morning, put two and two together when he heard that the man was on the train and in the combination car on the trip from Leaksville to Danville.

Officers kept watch for the man and saw him riding about the town. Inquiries at the banks revealed no deposits in his name.

During the course of the afternoon Burnett was accosted by one of the officers and when questioned gave unsatisfactory answers. The car, he said, he had bought from Mrs. H. D. Purdue and he admitted paying cash. He was released, only to be taken up again after dark, and with the officers he went to the courthouse, where he was put through the third degree which confirmed the suspicions of the officers. One of the detectives said today that he made his confession immediately upon learning that Williams would probably have to go to the penitentiary for the offense committed by another.

## Ten Thousand War Trucks

### Now Being Contracted for.

Washington, Oct. 23.—Contracts for the 10,000 new heavy duty war trucks will be placed by November 1 under present plans of the quartermaster department, it was announced today, and the first delivery is expected in January. The total number must be completed by the latter part of next June.

## He Struck

A mud-dragged Tommy was plodding wearily toward the base when a splaturn stopped him.

"Do you know that your regiment is in the front line now? Why aren't you here?" he asked.

"Well sir," the Tommy explained, "we were just going over the top when the officer shouted: 'Strike for home and glory, lads!' All the others struck for glory, but I struck for home." London Answers.

## THE LURE OF THE KHAKI CLAD

There is something keenly inspiring in the measured tramp of marching soldier feet, the drum of khaki and the glint of shouldered rifles. Something that brings a lump to one's throat and mingles to the eyes something that stir's one's loyalty to the traditions of our fathers and the ideals of our country; something that quickens the heart throbs and sets the blood pulsing at a livelier pace; something that loosens the purse strings.

Recently the Fifth Regiment, pride of Northern Ohio, left Cleveland for the Montgomery training. At its head marched an escort of Spanish-American war veterans. A military band played "Onward Christian Soldiers." A Boy Scout drum corps played "Yankee Doodle." And thousands cheered them as they passed.

Beside the ranks marched heart-torn mothers, hurring to keep pace. Wives red-eyed and tremulous, clinging to a lovely arm for perhaps the last time. Sweethearts, some just from school, books under arms. And although there was much cheering and hand-clapping, there was a great pervading sadness and many wet eyes.

Beside the soldiers monument in the Public Square stood a veteran of the Civil War. "It makes one's blood boil," he said, "strait and grim for the moment. 'If those boys could march before the wealth of America for one hour, there'd be no trouble about money to send them.'"

And he was right. Were it possible to line up the American public along the road to France, with the khaki clad soldier boys marching to Armageddon, he need of further appeal in behalf of the Liberty Loan would vanish in a twinkling.

In Paris, the enthusiastic Frenchmen fairly covered the path of the first detachment of American troops with flowers. And a thoroughly aroused American people would clutter the line of march knee-deep with ten dollar bills.

## ANNOUNCEMENT OF THE SECRE'Y OF THE TREAS.

### Non-Taxable Features 4 per cent Liberty Bonds.

The following telegram will give you authoritative and complete information relating to the non-taxable features of the Second Liberty Loan:

Washington, D. C., 10:45 P. M. October 16, 1917.

### Federal Reserve Bank, Richmond, Va.

Secretary McAdoo today authorized the following statement:

One. The four per cent Liberty Bonds are exempt from all state and local taxes except estate or inheritance taxes.

Two. They are exempt from United States normal income taxes and from all other United States taxes except estate inheritance taxes and excess income surtaxes, excess profits and war profits taxes.

Three. The interest on five thousand dollar principal amount of bonds and certificates owned by any individual partnership association or corporation is exempt from all United States taxes except estate or inheritance taxes. This is true though their total holdings exceed five thousand dollars. In case of holdings by trustees each beneficiary is entitled to independent exemption of the interest on five thousand dollar principal amount held in trust for him even though the trustee is identical if the trusts be separate. In case of families the wife and each child if the actual owner are entitled to independent exemption of interest on five thousand dollar principal amount so owned.

Four. No ownership certificate or other so called information at the source will be required under the War Revenue Act in connection with the payment of the interest on these bonds whatever the amount.

Five. Undistributed income invested in these bonds is not subject to the additional tax imposed by that Act upon undistributed income. The foregoing statements apply to the four per cent Liberty Bonds now offered for subscription and also to those issuable upon conversion of the three and one half per cent Liberty Bonds.

We think you should give this full publicity throughout your district as many inquiries have arisen here relative to these points.

## TELLS OF DESTRUCTION OF THE AMERICAN SHIP.

Paris, Oct. 23.—The torpedo which destroyed the American transport Antilles, homeward bound, causing the death of 67 Americans, struck the vessel at 6:45 in the morning, according to Davis Mills, of Chicago, a former ambulance driver, who was among the survivors. Mills, who is 22 years old, is the son of John Mills, of Oak Park. He was rescued by a lifeboat after swimming and keeping himself afloat for more than two hours. He arrived in a French boat clad in a pair of pajamas, an overcoat and a life belt.

"I was asleep in my state room and was awakened by the explosion of the torpedo," Mills said. "It hit amidship, right under me. I wasted no time in dressing, but grabbed my lifebelt and overcoat and rushed for the lifeboat. I do not think any one on the ship saw the submarine and none of the survivors saw the torpedo.

"I had been assigned to a certain lifeboat and I made my way directly to it. I found it was being lowered and was half way to the water's edge. I jumped for it and made it.

"There were only two others in the boat, the ship's purser and a brigadier-general of the United States army. Before we reached the water one end of the boat slipped on the davit ropes and we all went into the sea, head first. When I came up I saw the purser swimming behind me. We swam for a while but suddenly butted into an ear. I grabbed one end and called to the purser to take hold of the other. We used the ear to support ourselves for an hour.

"The sea was rough, so that we were not sighted by the lifeboats which made the water safely, although we could see them around. Finally a boat sighted us and took us in. Later we saw the brigadier general swimming about. His hat was still on his head. When we rowed to him one of the boat's crew reached over the side and pulled him in by the seat of his trousers. Just then his hat fell off and almost overturned the boat in grabbing for it. The boat contained one petty officer and 20 members of the crew.

"The Antilles sank quickly. Just before I made for the ear I looked back and saw the boilers explode. Following this the boat was enveloped in a cloud of steam, and I saw a crowd of ten or so persons rushing frantically to the stern and jump overboard.

Before the explosion there was no confusion. Every one took his place in the lifeboats in an orderly manner, some of the officers even smiling. After we were safe in the boats we began to wander about picking up survivors."

The brigadier general, who is back in Paris, said:

"I lost all of my belongings except the clothes I was wearing. The story of how I kept afloat by swimming is quite true. I owe my life to a lifebelt, which I seized when the Antilles was struck.

"I entered a lifeboat which threw all of the occupants into the sea. While we swam about we looked for something to grab. The sinking of the Antilles was a strange sight, for it went down so quickly—in about five minutes I should judge—and its disappearance was probably hastened by the explosion of the boilers after the torpedo struck.

"Two ships which rescued all of the survivors who were floating and in small boats sought to vain for the periscope of the submarine, which I believe no person saw.

"The Antilles settled by the stern very rapidly, leaving the boat almost perpendicular in the water. A naval officer remaining on board was slightly injured by a smokestack, the boat went down so quickly. Another person was severely cut by the wireless mast wires.

"After floating about for a while I was pulled aboard by a lifeboat and later was taken aboard a rescuer."

## Lone Private Is at Least Able Officered

Camp Doniphan, Fort Sill, Okla., Oct. 23.—A brigadier general, a colonel, six majors and 100 captains are today commanding John Goins, late of the third Kansas, the lone private of the depot brigade. Until now from the national army cantonment at Camp Funston arrive, Goins will be the sole enlisted force of the brigade, which is to be filled with the drafted soldiers. At present he has five bands to give him music, but on he other hand his pleasures are spoiled by the all-too-frequent necessity of saluting his 108 superior officers.