

FOUR ARMY BIRDMEN ARRIVED YESTERDAY

Made Trip in Planes From Langley Field, Va.

The Army Machines Landed East of the City About 3:30 Yesterday Afternoon—One Turned Turtle But No One Was Hurt.

Like as many huge birds, four large army aeroplanes hovered over the city yesterday afternoon shortly after 3 o'clock, first at a height of 5,000 feet gradually getting lower and lower until two of them landed in Monk field near the rock quarry and two in McClellan field, some two miles further west from the city. The landing of the two in Monk field was not without incident, as one of the huge air craft turned turtle in the process. There was no accident connected with the settling down of the two in McClellan field.

The planes came to Wilmington under orders of Major General Kenly, commander-in-chief of the army air service, leaving the training school at Langley field, Va., Saturday morning, on the way of Franklin, Va. and Goldsboro. There were five planes to make the first lap, but on arrival at Franklin, one developed engine trouble and returned to Langley field. The other four left Franklin Monday morning, being detained there on account of inability to obtain gas, arriving in Goldsboro about noon. It was planned to reach Wilmington Monday afternoon but on account of further trouble in getting the gas they had to remain in Wayne city until yesterday afternoon. Another reason for the delay in Goldsboro was engine trouble caused by having to use commercial gas instead of the high test gasoline the engines are accustomed to burn. At 1:59 the planes left Goldsboro, reaching Wilmington an hour and six minutes later.

Due to atmospheric conditions no attempt was made to take a direct air route for the party following the railroads the entire distance of 84 miles. The height at which the men flew also varied, starting out at 600 feet. However, most of the distance was covered at a height of 2,000 feet, being well above a cluster of heavy clouds which they would have had to pass through had they been flying at a lower altitude. Upon reaching Wilmington two of the planes were forced to land in the air while two others came down considerably lower to locate the landing place.

There was considerable difficulty experienced in landing at Monk field, it being attributed to two causes. First, the planes did not come as much through as the condition of the ground, which was very soft and which was altogether responsible for the overrunning of one of the planes. The pilot, Capt. P. Brooks, in command of the squadron, was the first to land, and in spite of the sandy condition of the terrain he made it safely but not without difficulty. The other plane was left hanging by the strap, and in spite of the pilot's efforts, it was unable to get up.

Lieutenant Burge was unable to land upon his first attempt on account of the plane being filled with people while his second attempt was more or less successful. He made a pretty good landing, striking the ground some 25 or 30 yards from where his machine was to land. The pilot was not hurt, but the plane was damaged to such an extent that its nose struck the ground, turning completely over.

The pilot and the passenger, who were securely strapped into the plane, were left hanging by the strap, and down, but unhurt. They soon unstrapped themselves and crawled out of the plane. The big machine made the turn just as nice as you please. In fact, no one was hurt, and they had not just witnessed a successful landing many would have thought it the proper way for an army plane to land.

A car in charge of a member of the motor corps was dispatched to the city for a rope which was fastened to the rudder, thrown over the machine and the tail pulled over into position with all ease. There were no injuries to the plane, except one of the wings was bent slightly and two of the supports on top were broken. The repairs will be of minor consequence, it was stated, and any delay that may be occasioned will result from the time in getting parts, which may not be necessary.

As soon as the planes made their appearance over the city people began to rush to the field in anticipation of seeing the landing and of witnessing exhibition flights. There were several hundred people gathered there. But they were disappointed in that they did not see any exhibition flights, and will not see any more. Monk field, as it was stated yesterday afternoon by Lieut. A. H. Neitz, publicity agent, that it would be next impossible for the planes to take to the air from this field on account of the dirt, and the machines will be taken down and hauled on a truck to another point where a successful landing may be made.

Lieutenant Neitz stated that if a good field for landing is found exhibition flights will be given before the squad leaves, but no positive statement as to these flights could be made last night as the matter of selecting a landing place had not been looked into. However, it was stated by one of the pilots who landed at McClellan field that this is an ideal place and it is very probable that flights will be made during the day, probably this afternoon.

The object of the trip from Langley field to Wilmington is for the purpose of advertising the air service and getting a general lay of the country, and it is stated that should it be decided that any time in the future a high speed mail route throughout the country, the data gathered on these expeditions, which are being made in all parts of the country, will be used in designating them. It was pointed out that the trip was not a success.

Surpasses All Other Presents. The most useful and enjoyable Christmas present is the New International Encyclopedia—a life-time source of intellectual enjoyment and educational and financial benefit. Several Wilmington people have already received it as a holiday present for their loved ones. For prices and terms write to J. T. Norwood, 914 Austell Bldg., Atlanta, Ga.—adv.

SECRETARY LANE AT BOLTON YESTERDAY

Sees 10,000 Bushels of Corn On Reclaimed Land.

Tract of 150,000 Acres Visited Where 40,000 Acres Have Been Drained By 30 Miles of Canals—Sees First "Stack" Corn.

The Hon. Franklin K. Lane, secretary of the interior department, inspected the famous Bolton drainage district yesterday as the last feature of his two days visit to Wilmington in furtherance of his comprehensive plan to homestead hundreds of thousands of the country's soldiers now returning home from the world war. He and his party were very forcibly struck with the vast possibilities of the immense 150,000 acre tract owned by the Waccamaw Lumber company, one of the largest lumber and shingle manufacturing concerns in the Eastern Carolina territory.

Secretary Lane, H. T. Cory, engineer commissioner connected with the commission to examine idle lands for the settlement of soldiers, and T. T. Cotter, private secretary of the secretary of the interior, were guests of Hugh MacRae till yesterday morning at 10:30 o'clock when they departed in automobiles as the guests of F. L. Finkenstaedt, president of the Waccamaw Lumber company, others accompanying the party as guests of Mr. Finkenstaedt were C. Van Leuven, president of the Hugh MacRae company (Inc.), and Editor T. W. Clawson.

On the trip down, Secretary Lane and Mr. Cotter, greatly interested in the sections of Brunswick and Columbus counties between Wilmington and Bolton. They reached Bolton through the night and were taken directly through the night to the lumber company's plant. Some 40,000 acres of the marvelously fertile lands have been reclaimed for agricultural purposes and the company this year has cultivated 10,000 acres of the land. Most of this land was a swampy region but it has been effectively drained by a system of some 30 miles of canals.

In this area Secretary Lane and Mr. Cory had the opportunity of inspecting one of the most fertile regions in the whole of America. The rich swamp lands are in all stages of cultivation, from lands completely cleared of stumps and available for advanced farming operations, to stumps lands in cultivation and yet to be cleared of stumps, and thousands of other acres yet dense forests ready for the woodsman's axe and soon to be ready to become productive farming propositions. The reclaimed lands in all stages of cultivation are famous for corn production, and the party saw hundreds of acres of stump land with great crops of corn still unharvested.

Corn still standing in the fields uninjured in the fine Cape Fear climate was a veritable marvel to Secretary Lane and Mr. Cotter, who were greatly interested. He crossed the bordering into the fields and examined huge ears of corn hanging on the stalks, some with from one to three heads on the ear. He was surprised to learn that this fine crop of corn, "corn," that is, corn planted by sticking holes among the stumps where no plowing could be done. The planting of the crop and the gathering of the corn is done in a very simple way, no hoeing. The corn thus planted, stood in the fields to show for itself. Mr. Finkenstaedt explained that he has yet to pull the corn on 325 acres of land—say about 16,000 bushels of splendid corn yet standing in the fields unharvested. Certainly it was a sight to see, and such keen observers as Secretary Lane and Mr. Cory were quick to observe the immense possibilities in the lands first cleared, brought up to a high state of cultivation.

The Waccamaw Lumber company's cleared lands are suitable for growing fine crops of corn, and, besides, besides every conceivable product, but neither cotton, tobacco nor peanuts were grown this year. The crop consisted chiefly of corn, soy beans, velvet beans, clover and pasture crops. The pastures are taking care of 63 head of cows and 100 head of hogs, livestock naturally being a part of the diversified scheme of farming adopted by Mr. Finkenstaedt. He is not only one of the great lumbering and shingle industries, but is conducting a grain and stock farm that is highly profitable under conditions yet in the process of ultimate development for high cultivation. On nine acres this year he has raised a very fine crop of cuttings of excellent hay from the land, the yield being a ton and a half per acre. During the coming year he proposes to add 60 acres of clover to his crop schedule. Mr. Finkenstaedt is simply demonstrating the possibilities in the reclaimed lands of his company and naturally he exhibits the land's achievements with justified enthusiasm.

Secretary Lane confesses that what he saw in this North Carolina region of alluvial soils of vast productiveness was a veritable revelation. He was surprised to find the like this side of the Mississippi river. He is amazed at the resources of this section and realizes that it is capital and industry and thrifty people and community development on modern lines that is needed here. The hotel ever had the golden sandstone of prosperous farms and happy and contented people. In this section he has seen enough to make him more enthusiastic than ever over his comprehensive plan to homestead American soldiers, even as the Canadian government is now doing in the grain-growing provinces of Manitoba, Saskatchewan and Alberta. Those of the western provinces the government proposes to spend \$100,000,000 to homestead thousands of the dominion's splendid soldiers.

Secretary Lane saw enough in the Bolton drainage district to illumine America's own soldiers of the world war. After seeing the Bolton possibilities as to rich homesteads, the party dined at 2 p. m. at the Hotel Bolton, at which Mrs. I. Wilson is proprietor. It was one of Mrs. Wilson's most sumptuous repasts, and what Secretary Lane said to her, as the most distinguished guest the hotel ever had, filled the bill as all the diners saw it. Mr. Finkenstaedt took Secretary Lane and his party to Lake Waccamaw

and that beautiful body of North Carolina water was seen in all its romantic splendor on a December day under the golden sandstone so peculiar to the Cape Fear region. The distinguished party left on the afternoon train for Charleston.

and that beautiful body of North Carolina water was seen in all its romantic splendor on a December day under the golden sandstone so peculiar to the Cape Fear region. The distinguished party left on the afternoon train for Charleston.

BOARD DISCUSSES MOSQUITO CONTROL

Lieutenant LePrince Here in Interest of Work.

Health Officials Hope to Stage an Educational Campaign to Enlist the Support of People in Fight on Malaria.

The regular meeting of the board of health yesterday afternoon was featured by a discussion of mosquito control work which has been carried on here for several months by the United States public health service, with the co-operation of the city and county and the local board of health.

Lieutenant LePrince, who won fame on the canal in connection with the working out of the miracle of health and sanitation there, was present with Lieutenant Fuchs who has been directing the local work. Lieutenant LePrince delighted members of the board by his interesting discussion of a subject which he has at his finger tips.

The lieutenant wanted to know of the board the attitude of the people here toward the work and the prospects of continuing it. He was told by Chairman McGirt and other members that the people who understood what had been done and who had noted the improvement in malaria conditions, could be depended upon to support a continuance of the work and the resumption next spring of a more vigorous offensive against the mosquito.

Both Lieutenant LePrince and Lieutenant Fuchs pointed out that the people, wherever the work is being done, are prone to judge its results by the house mosquito, which does not cause malaria. And here as elsewhere, if the house mosquito still persists the slumbers of a citizen, he at once comes to the conclusion that the mosquito control work and money are wasted. Here, as elsewhere, the work, they stated, has been directed against anopheles mosquito, and to a very large extent, this menace to health has been eliminated. Greenfield lake, for instance, which was a perfect culture bed for the anopheles, has been cleared of the breeding places and no longer produces the mosquito. The great marsh at the mouth of the shipyard has been very largely drained by re-opened canals and ditches, and with the installation of a large gate soon, that area will be made safe for health.

Much of the work has been done all around town, much of it the first rough work, such as ditching, that is necessary as a sort of foundation for the rest. Lieutenant LePrince is frankly delighted with Wilmington and he wants the work to be carried on to its conclusion. Only some rough work will be continued during the winter, but in April or May, or whenever the mosquito season opens here, he hopes to be supported in a thorough clean-up of the mosquito pest all around this city. Recognizing the fact that the public services does in regard to the anopheles by the continued presence of the house pest mosquito, he said that he proposed to attack the breeding places of the house mosquito next and to wipe out the pest.

Meanwhile, he pointed out the value of an educational campaign, with illustrated lectures, leaflets and articles on the mosquito, and Prof. Washington Catlett thereupon set out the plan for his school section of the pest. He gave assistance, both in this way and materially, in stamping out malaria in the northeastern part of the county, around Castle Hayne, on the S. E. coast road at South Hill, where he said conditions are truly deplorable, practically every family suffering from malaria until efficiency in school and on farm has been badly reduced.

It was declared that if an interesting educational campaign with movie pictures, were staged in the schools, showing how simple and inexpensive it is to keep clear of malaria, it would arouse such interest that the people of town and country would heartily support the mosquito control work until New Hanover is liberated from a situation that is costing much suffering and much money in the reduced efficiency of numbers of people.

Lieutenant LePrince said that it would be easy to arrange for this campaign if the board of health would ask Dr. W. S. Rankin of the state board of health to take it up with the surgeon general of the public health service. He suggested that New Hanover, which is regarded as a "nucleus for this work," should have an exhibit at the next state fair, to disseminate the facts of mosquito control and have a "mosquito control" booth. Dr. C. W. Stiles and his staff now engaged in research work here, would be interested in finding the worst malarial neighborhood in New Hanover county, such as Professor Catlett said the northeastern section of the county is.

Dr. J. C. Wessell, member of the board, declared that the work done here already has shown up appreciably in his practice. Malarial cases have been to a great extent, he declared, and emphasized that as a physician, he found improvement very noticeable indeed.

Lieutenant LePrince declared it is a shame that society allows malarial conditions to exist where they can easily be cleaned up, so that little children suffer and die, often apparently from other diseases, but if the facts were known, from malaria by mosquitoes that can be eradicated. He told how he kept a gang of workmen in the swamps of the Panama isthmus in better health than 800 United States marines enjoyed in their arduous camp in the hills. He had found that where malaria is eradicated from a community, other ills are eradicated; the resisting power of the people rises and sickness and death are reduced. The lieutenant asked the board women's organizations and was assured by Dr. Stoum that the city had numbers of them. These, he said, are the finest agencies for arousing public interest in the subject, and if he can arrange it, he purpose to address them, or have some other public health service (Continued on Page Seven).

CITY DEATH RATE FOR NOVEMBER 17.7

Water Report for Month Slightly Under Average.

Thirteen Persons Died of Influenza and Complications During Month—Various Statistics of the Health Department.

Besides a discussion of mosquito control and routine business, the board of health in its December meeting yesterday transacted no business of importance. The new city chemist, R. G. Martin of Savannah, Ga., who has succeeded Chemist Adams, was present at the meeting.

The monthly reports showed that the total death rate of white and black citizens in the city for November was 17.7. Eight white persons and five negroes died during the month of influenza in complication with pneumonia and other ills. The county death rate was not available. The death rate among the city's white population was 15.5 and among the negroes 20.3.

The white birth rate for November was 19.6 and the colored 11.4, a total of 15.3 per thousand.

There were 26 deaths among white persons and 26 among negroes. Three whites and one black among the deaths were non-residents. Seven white and five black persons under seven years of age died during the month.

The water report for the month is not as good as the average. It was made by the referring chemist, Mr. Adams, but the new chemist, Mr. Martin, explained that the condition of the water as revealed by the report was not good, though he did not think it had enough to warrant alarm. Colon bacilli, evidence of pollution, were found slightly more numerous than usual.

The water analysis follows: No. Tests. Max. Min. Av. Me. Color 214 40 0 20 4 Turbidity 214 30 3 17 8 Alkalinity 214 7 3 5 7 Chlorine 214 7 3 5 7 Bacteria per cc at 20 deg. C 30 300 60 150 220 Bacteria per cc at 37.5 deg C 30 140 32 86 51

Colon Bacilli 10 cc 1 cc 01 cc Number days tested 30 30 30 Total number tests 30 30 30 Fear count positive 190pc 80pc 10pc The quarantine report shows two new cases of diphtheria, three released and two now in quarantine; three new cases of typhoid, three released, three remaining.

The milk and meat inspection report shows 1,840 post examinations, including 96 cattle, 66 veal, 121 sheep, 1,555 hogs and two deer; and six veal and seven hogs were condemned as unfit for food. The milk report follows: Average Av. Butter Fat 4.00 27,500 Echo Farms 3.03 29,300 Cape Fear 3.33 35,000 Blake 2.20 65,000 Johnson 2.70 95,000 Holland 3.87 233,300 Wm. Plevier, Watha 4.00 250,000 Wm. Dykers, Lovegrove 3.10 250,000 St. Helena 4.93 332,500 Liberty Shipyard 3.00 380,000 Nichols 3.65 505,000 Hattenburg 4.70 540,000 Wildboer 3.80 600,000 Leuenburg 3.70 900,000 M. DeLong, Watha 4.63 1,033,300

Routine reports were made by all the various officials of the department. Chairman W. A. McGirt presided at the meeting. Prof. Washington Catlett keeping the record. Present besides them were Dr. J. C. Wessell and Dr. R. B. Stoum.

No. 5867—A slip-on camisole matches the knickers in material and trimming. The tiny vestee effect is particularly suitable to be worn under the innumerable sheer organdy, net and georgette vestees featured in the fall frocks. Sizes 36 to 44, \$3.00

No. 949—The Van Dyke pointed ruffles which are pipoted and hemstitched trimmed distinguish these flesh colored wash satin knickers. Their simplicity, yet effectiveness, enables them to be combined with a variety of styles in camisoles, \$3.50

No. 5882—For the woman who desires a fitted arm-hole, combined with a square neck, this camisole was designed, inserts of georgette embroidered in blue, val lace and pin tucks are the trimming features of the flesh colored satin creation which opens at the front. Sizes 36 to 44, \$2.50

ADDITIONAL TRAINS WILL BE POPULAR

Schedules Most Convenient For Traveling Public.

People Living Between Florence and Wilmington and Fayetteville and Wilmington Can Come and Go The Same Day.

Official circulars issued yesterday from the passenger traffic department of the Atlantic Coast Line railroad give in detail the schedules upon which the additional local trains between Florence, S. C., and Wilmington and between Fayetteville and Wilmington will be operated, effective next Sunday, December 15th.

These trains, as previously announced, were put on at the urgent request of the commercial organizations of Wilmington and they will be operated both daily and Sunday practically on the same schedule as before the war. In issuing the circular Assistant Traffic Manager W. J. Craig in charge of passenger business, says to agents and traffic representatives in territory affected:

"Your co-operation is urgently requested in giving thorough publicity to the new train service in order that the public may be convinced and that the maximum revenues may be derived from the same."

Between Wilmington and Florence the additional train will be known as 57 and 58 and will leave Wilmington daily at 5:45 p. m. and arrive daily at 10 a. m. It will arrive at Florence at 9:45 p. m. and leave at 5:45 a. m. The train leaving Wilmington in the afternoon, will leave Chadbourne daily at 7:45 p. m. and will leave in mornings coming to Wilmington at 7:55 a. m. These trains will connect with trains 92 and 93 between Conway, S. C., and Chadbourne. No. 93 leaving Conway daily at 5:30 a. m. and arriving at Chadbourne at 7 a. m. and No. 92 leaving Chadbourne daily at 11:05 p. m. and reaching Conway at 12:40 a. m. These trains between Wilmington and Florence will stop only on signal or notice to conductor at Navassa, Delco, Winona and Mars Bluff, S. C. The trains will leave

Whiteville at 7:30 p. m. and 8:11 a. m. It will thus be seen that these trains afford an excellent opportunity for people in a large and prosperous territory to spend the day in Wilmington and return to their homes that night. This is a big advantage to people who wish to transact business in Wilmington with a minimum of delay and inconvenience.

The additional train between Wilmington and Fayetteville will also be operated daily including Sunday and will leave Wilmington each evening at 6:30 p. m. and arrive each morning at 9:55 a. m. It will arrive at Fayetteville each night at 9:45 p. m. and leave Fayetteville for Wilmington each morning at 6:30 a. m. It will stop only on signal or notice to conductor at Richards, Montague, Kerr, Womahawk, Mints, Hayne and Vander. Leaving Wilmington in the evening the train will leave Currie at 7:15 p. m., Atkinson 7:30 p. m., Ivanhoe 7:46 p. m., Garland 8:19 p. m., Parkersburg 8:09 p. m., Roseboro 8:42 a. m., Attyville 9:07 p. m. and Stedman 9:14 p. m. The train leaving Fayetteville at 6:30 a. m. will reach Attyville in time to leave at 7:06 a. m., Roseboro 7:28 a. m., Parkersburg 7:50 a. m., Garland 8:09 a. m., Ivanhoe 8:42 a. m., and Montague 9:21 a. m.

This train will also be a great convenience to people who desire to visit Wilmington, spend practically the whole day in Wilmington and return the same day. The merchants of Wilmington are enthusiastic over the trade possibilities of these trains and will offer special inducements to visitors attracted to the city by this additional train service.

Business Was Suspended. When the visiting airplanes appeared in Wilmington's sky yesterday afternoon, everybody quit whatever he was doing and, if he couldn't see from

where he was, he left his place of business and took to the street. Most folks, however, have seen so many pictures of planes and have read so much about them, that they missed the thrill they expected when they glimpsed the big machines lazily circling over the city. However, that didn't prevent them looking as long as they could see anything.

No. 6044—Georgette and novelty lace are combined in the yoke of this Empire envelope chemise of flesh crepe de chine. The lace also edges the bottom and the straps over the shoulders and the bows are of blue satin ribbon. Sizes 36 to 44, \$4.50

No. 920—The inserts of pin tucking bordered with Calais lace and hemstitching, are the novel features of these flesh colored wash satin knickers, which are made with reinforced seat, \$5.00

SAFE DEPOSIT BOXES. We have recently installed in our vault 50 additional Safe Deposit Boxes to rent at \$1.50 per year. If you own bonds, stocks or other valuable papers, you owe it to yourself to have them in a safe place—you need a Safe Deposit Box. We invite you to call and inspect our equipment. THE PEOPLES' SAVINGS BANK. Corner Front and Princess Sts.

The Appropriate Christmas Gift. For all, and especially for the young people, that conforms to our government's request that practical, serviceable presents be selected this year, is a SAVINGS PASS BOOK showing a deposit of some amount, and we cordially invite you to open accounts in this bank with any sum from \$1.00 upwards. We have already opened quite a number of Christmas Accounts and it is none too early to go over your X'mas list and put this idea into effect. THE WILMINGTON SAVINGS & TRUST CO. 110 PRINCESS STREET. Oldest and Largest North Carolina Savings Bank.

Additional Trains Between WILMINGTON and FLORENCE WILMINGTON and FAYETTEVILLE Effective on and after Monday, December 16, 1918. Table with columns for Daily, No. 57, Daily, No. 58, Lv. Wilmington, Ar. Bolton, Ar. Lake Waccamaw, Ar. Whiteville, Ar. Chadbourne, Ar. Mullins, Ar. Marion, Ar. Florence, S. C., Lv. Wilmington, Ar. Currie, Ar. Atkinson, Ar. Garland, Ar. Parkersburg, Ar. Attyville, Ar. Stedman, Ar. Fayetteville. Includes notes on proportionate time at intermediate points and ticket information.

Dainty Irene Undersilks. Beautiful Quality, Daintily Finished and Will Make Ideal Christmas Gifts. No. 5867—A slip-on camisole matches the knickers in material and trimming. The tiny vestee effect is particularly suitable to be worn under the innumerable sheer organdy, net and georgette vestees featured in the fall frocks. Sizes 36 to 44, \$3.00. No. 949—The Van Dyke pointed ruffles which are pipoted and hemstitched trimmed distinguish these flesh colored wash satin knickers. Their simplicity, yet effectiveness, enables them to be combined with a variety of styles in camisoles, \$3.50. No. 5882—For the woman who desires a fitted arm-hole, combined with a square neck, this camisole was designed, inserts of georgette embroidered in blue, val lace and pin tucks are the trimming features of the flesh colored satin creation which opens at the front. Sizes 36 to 44, \$2.50. No. 6044—Georgette and novelty lace are combined in the yoke of this Empire envelope chemise of flesh crepe de chine. The lace also edges the bottom and the straps over the shoulders and the bows are of blue satin ribbon. Sizes 36 to 44, \$4.50. No. 920—The inserts of pin tucking bordered with Calais lace and hemstitching, are the novel features of these flesh colored wash satin knickers, which are made with reinforced seat, \$5.00. Belk-Williams Company.