

DEVELOPMENT OF POSTAL AIR SERVICE IS NOTABLE

Stands Out As Most Noteworthy Achievement In Science Of Aviation During The Year That Has Just Ended

GREATEST AIR FEAT OF 1920

NEW YORK, Jan. 1.—The greatest feat accomplished by the American genius in the air during 1920 was the trail-blazing flight to Nome, Alaska, from New York and return. Eight army aviators left New York, flew the 9,000 miles of journey over uncharted mountains, dense forests and rivers, in exactly 111 hours flying time. The trip was made in short hops, with 300 miles daily, with about four hours flying without mishap, the journey requiring three months and one week.

(By International News Service)

NEW YORK, Jan. 1.—Remarkable accomplishments against fearful odds were achieved by the American aeroplane during 1920.

The outstanding development and activity was the putting of the United States postal air service on a firm, dependable and dependable foundation, extending it until it covers 4,770 miles of routes daily.

The postoffice department has recommended an immediate extension of the present aeroplane mail service as follows: (1) Boston to Detroit, via Buffalo, Chicago and Los Angeles, via Kansas City. (2) St. Paul and Minneapolis to Seattle. (3) St. Louis and New Orleans, via Memphis.

On all these suggested new routes, the postoffice department has figured it will be cheaper to send the mail by air than by rail, owing to the elimination of expensive overhead on railway cars, which includes payment of railway mail clerks for full day wages, though they may be engaged only a few hours. Assembling will be done at big centres. In addition, the air service will be faster.

The San Francisco-New York aerial mail service advances the delivery daily of 64,000 letters each way by 24 hours, according to the postoffice department. All flights are made in daytime. When night flying is inaugurated, as planned, the delivery of letters from New York to San Francisco will be accomplished in 24 hours.

Regular night flying with the mail has not been practical with the present types of planes in the mountain sections, but it is practical in the middle west," says the postmaster general's report. "The department is making preparations in the way of lighting regular and emergency landing fields and equipping planes with magnesium flares. This service will be inaugurated in the early spring between Chicago and St. Paul, and will result in delivering mail from New York to Cheyenne within 24 hours. The long run from Cheyenne to San Francisco will then be a matter of 12 hours flying.

The navy department has agreed to deliver to the postoffice department 15 Caproni planes, mounted with three engines, capable of carrying a ton and a quarter of mail. The planes with the multiple power plants are intended to be used on the night flights.

Members of this organization declare the aeroplane industry is about in the same position as the automobile some twenty-five years ago, before the advent of the good roads movement and regulatory laws affecting operation of motor vehicles. Until there are adequate landing fields every ten miles commercial and pleasure use of aeroplanes will be greatly restricted, it was stated.

Of some twenty aeroplane manufacturing companies in business when the armistice came, but three are today making aircraft for public sale. And three more are working on a very small scale. Only twelve companies are engaged in active production of aircraft, nine of them finishing up small contracts for army and navy planes.

Manufacturers' representatives state they found that lack of landing fields, lack of air laws, lack of proper inspection of new machines so as to insure their safety to the traveling public, lack of safeguards to investing capital from possible destruction of property by aircraft and exorbitant insurance rates due to the preceding reasons, brought on general depression in the aeroplane industry.

But 1,000 machines, including aeroplanes and seaplanes, are now flown in the United States in commercial or for pleasure purposes, it was stated at the Aircraft Manufacturers' association. Of this number some 250 machines are owned and flown privately.

Thus the country, which has been depending upon commercial aircraft as an easily convertible war reserve, has been able to realize to any great extent upon such a force.

Manufacturers have specialized in producing four types of machines during 1920—the sport model, including a machine that will carry two persons; the big cargo-carrying machines, the small flying boat, and the giant seaplane capable of a non-stop flight from New York to Florida.

The closing of the American airplane factories, manufacturers said, leaves the country without proper experience in other than the small and wholly military engineering services of the army and navy, to discover new types of machines and work out better methods. And because the military government force is concentrating its energies upon war craft, it obviously will be unable to develop commercial aircraft.

During the first eight months of 1920 some 1,500,000 miles were flown by civilian flyers, carrying 200,000 passengers, according to the Aircraft Manufacturers' association. Civilian fatalities numbered about one dozen, it was stated. Most of these passengers were carried in quick flights to catch trains, to doctors, to take aerial photographs and to "joy ride." Eight news-papers are making daily deliveries in their own airplanes.

Five Mail Routes According to the Aircraft Manufacturers' association, the chief commercial use of aeroplanes was in carrying United States mail. There are five routes carrying mail, two of which are operated by private companies under contract. Four of the routes were in full operation for the first time this year. In all, one hundred machines, three-fourths of which are in operation, are used in carrying the mails. The total aerial mileage of these routes is 4,770 miles. Fifty-two pilots are employed.

The most important route is from New York to San Francisco, opened September 8. The oldest route, still in

POSTAL SYSTEM ISSUES TEN-CENT SAVINGS CARD

Marks Tenth Anniversary Of Savings Service

The United States postal savings system marked its 10th anniversary yesterday by issuing new postal saving card which will displace the 10-cent postal savings card which has been in use since the establishment of the system on January 1, 1911. It was announced from the local post office.

The new card will be furnished free of cost and when ten 10-cent postal saving stamps have been affixed to it will be accepted at any depository office as a deposit of \$1 or it may be redeemed in cash. The outstanding feature of the new card is the translation into 24 foreign languages of the statement that the fact of the United States is solely pledged to the payments of deposits made with the system.

The service was first established at 48 post offices, one in each state, on January 1, 1911, and, although hampered by many restrictions as to rate of interest and maximum amount allowed on deposit, it has shown remarkable progress. Postmaster General Burleson announces that the amount on deposit today is more than \$182,000,000 and its depositors have long since passed the one-half million mark.

As predicted by its proponents in the days before the passage of the original act, the postal savings card has become a popular means of saving for foreign born citizens who have been the principal patrons of the system. Taught in their native countries to look to the government to safeguard their savings, they naturally expect this government to do likewise. In the present flood tide of immigration, each new-comer as he leaves the port of entry, receives a leaflet in his own language outlining the method of operation of the United States postal savings system and urging upon him the desirability of continuing in this country the practice of thrift which has been so necessary in the country he has just left.

The service is, therefore, one of the most potent factors in furthering the Americanization movement. Many banks, usually savings banks, prior to the establishment of the system felt that the postal savings system would be a strong competitor but experience has shown that the postal savings system draws its patrons not from depositories in established and well-conducted banks but from among those who otherwise would not place their money in any banking institution whatever.

The original act of congress restricted the total amount to be placed on deposit at \$500 and the deposit of this amount was limited to not more than \$100 per month. Later the monthly limitation was entirely removed and the maximum amount increased first to \$1,000 and then to the present amount, \$2,500. Postmaster General Burleson, in the annual report just submitted to congress recommends increasing the rate of interest to be paid depositors and action by congress will, no doubt, be taken along these lines within the near future.

M. A. ARENBERG WINS NEW YEAR ROAD RACE

Interest Is Displayed In Three-Mile Event

In the three-mile foot race held yesterday under the auspices of the Y. M. C. A. physical department, M. A. Arenberg was winner with a total time of twenty-four minutes and eighteen seconds. He was awarded a silver cup. J. B. Taylor came in second and Ralph Rasberry third. Taylor was given a cup and Rasberry received some baseball equipment.

The race was started promptly at 10 o'clock at Fourth and Market streets. There were a number of entries and much interest was shown in the route, which was over the city streets. J. B. Huntington, general secretary of the Y. M. C. A., was starter and L. J. Poisson, judge. Physical department was referee and time-keeper. The inspectors were: W. J. Brown, Fred Haar, Richard Rowland and Samuel Johnson.

The course was as follows: From Fourth and Market to Eleventh and Market; from Eleventh and Market to Fifth and Market; from Fifth and Market to Third; from Third and Market to Market; from Market to Eleventh and Market; from Eleventh and Market to beginning.

VAGRANCY IS FIRST CASE ON 1921 POLICE BLOTTER

Dossier Is First To Land In Police Net

If the police blotter is any indication of what kind of a year the new year will be, then it would seem that hard times are ahead, because the first arrest made by the police department this year was for vagrancy, and the last arrest for this city was an autoist operating with muffler cut-out. Henry Dosier, colored, has the "honor" of being the first man arrested this year. He was arrested yesterday afternoon at Seventh and Nixon streets by Officer J. F. Jordan. Dosier is charged with vagrancy, and the records showed that on his person was found only thirty cents and some cigarettes. H. L. Dixon, white, happened to be the last person arrested in 1920. He was arrested at 12 o'clock Friday night for operating his automobile with the "cut-out open."

There were fifteen arrests on the last day of the old year. BLOODHOUND PUP GOES IN TRAINING FOR CHASE A pedigreed bloodhound pup was received yesterday by Sheriff George Jackson, and the sheriff said last night he was well pleased with the dog. He says the animal was rather muscular; his ears are so long they touch the plate when he eats, the sheriff says, "and his foot is almost as large as my hand." He says the dog has a keen scent and has already shown some ability as a trailer.

The sheriff purchased the animal from one of the largest dog kennels in the country, the Rockwood kennels, Lexington, Ky. HOOP-LA DIRECTOR ARRIVES TOMORROW The director in charge of staging Hoop-La, the merry musical melange under the auspices of the local post of the American Legion, will arrive in the city tomorrow, according to announcement made last night by Commander J. R. Hollis. Commander Hollis also announced that an organization meeting for the minstrel will be held at the Legion but Tuesday night at 8 o'clock. He urges all legionnaires to be present, particularly those who have signified their intention to take part in the minstrel.

A PORT COLUMN

News and Gossip of the Water front—Movements of Craft, Reported Locally And By Telegraph.

VESSELS IN PORT

Hybert (American), 9,600 tons, United States Shipping Board. Syros (American), 8,600 tons, United States Shipping Board. Salina (Norwegian), 1,715 tons, Heide & Co. Lake El Rio (American), Clyde Line. Major Wheeler (American), Heide & Co.

Schooners Matowoc (American), in distress, C. D. Maffitt & Co.

JACKSONVILLE, Jan. 1.—Arrived: Nantucket, Philadelphia via Savannah. SAVANNAH, Jan. 1.—Arrived: Cornelia, Cuba. Sailed: Maindy House, Birkenhead; Minerlic, Baltimore; schooner Richard Huelva.

TAMPA, Jan. 1.—Arrived: Lake Freeland, New York. Sailed: Lake Farstell, New York. PORT TAMPA, Jan. 1.—Arrived: Crawl Keys, Charleston; Mascotte, Key West; Winifred, Tampico.

Sailed: Calypso, Hamburg. NEWPORT NEWS, Jan. 1.—Arrived: Northumberland, New York; Ruth, Norfolk; Tymeric, Antafogastia, Balboa; Rudelsburg, New York.

Sailed: Maindy Range, Savannah, Hamburg. SAND KEY, Fla., Jan. 1.—Passed bound 31st: New York (Du.), Parthenia (Br.); War Rajput (Br.); Rochester, Llandberis (Br.), Frieda, Wassatic.

Atkinson

ATKINSON, Jan. 1.—Dr. Will Murphy of Snow Hill and Mrs. Murphy have been spending the holidays with Mrs. Murphy's parents, Mr. and Mrs. J. W. Colvin.

Miss Carrie Lewis from Blackstone, Va., and Miss Blanch Lewis from Meredith college, Raleigh, have been with their parents, Mr. and Mrs. W. H. Lewis, during the Yuletide.

S. E. Lindsay spent a few days with relatives in Virginia recently. Mrs. Worrel, from University, Va., has come to spend the winter with her daughter, Mrs. S. E. Lindsay. Mrs. R. Richardson accompanied her and spent several days here.

Robert Murphy is at home from the State college at Raleigh, spending the holidays with his parents, Mr. and Mrs. J. A. Murphy.

Miss Florence Murphy, who is teaching at an orphanage in Raleigh, spent a few days at her home here. J. F. Harper, of Snow Hill, and Dr. E. F. Hodges, of Petersburg, Va., have been guests of Dr. W. H. Lewis.

Miss Roberta Thackston, of Raleigh, is visiting her sister, Mrs. W. M. Boice. The electric light plant is now ready and the street wiring is nearly completed. The lights will be turned on within a few weeks.

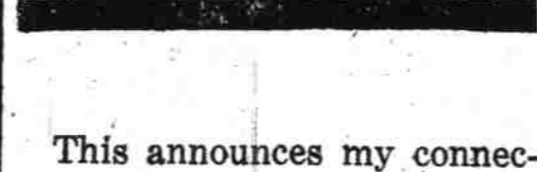
James Johnson is at home from the university, visiting relatives. GYMNASIUM CLASSES GIVE DEMONSTRATION Mothers' Night Is Observed At Y. M. C. A.

Parents of the boys in the junior and intermediate physical classes at the Y. M. C. A. were given an opportunity of seeing their sons in action in the gymnasium last night when Mothers' night was staged under the direction of Physical Director Powers of the association.

There were quite a number of spectators present and the work of the boys was pronounced excellent. In the junior boys' demonstration work, Gilvrey Powell was judge. Physical Director Powers was referee and time-keeper. The inspectors were: W. J. Brown, Fred Haar, Richard Rowland and Samuel Johnson.

The course was as follows: From Fourth and Market to Eleventh and Market; from Eleventh and Market to Fifth and Market; from Fifth and Market to Third; from Third and Market to Market; from Market to Eleventh and Market; from Eleventh and Market to beginning.

Announcing



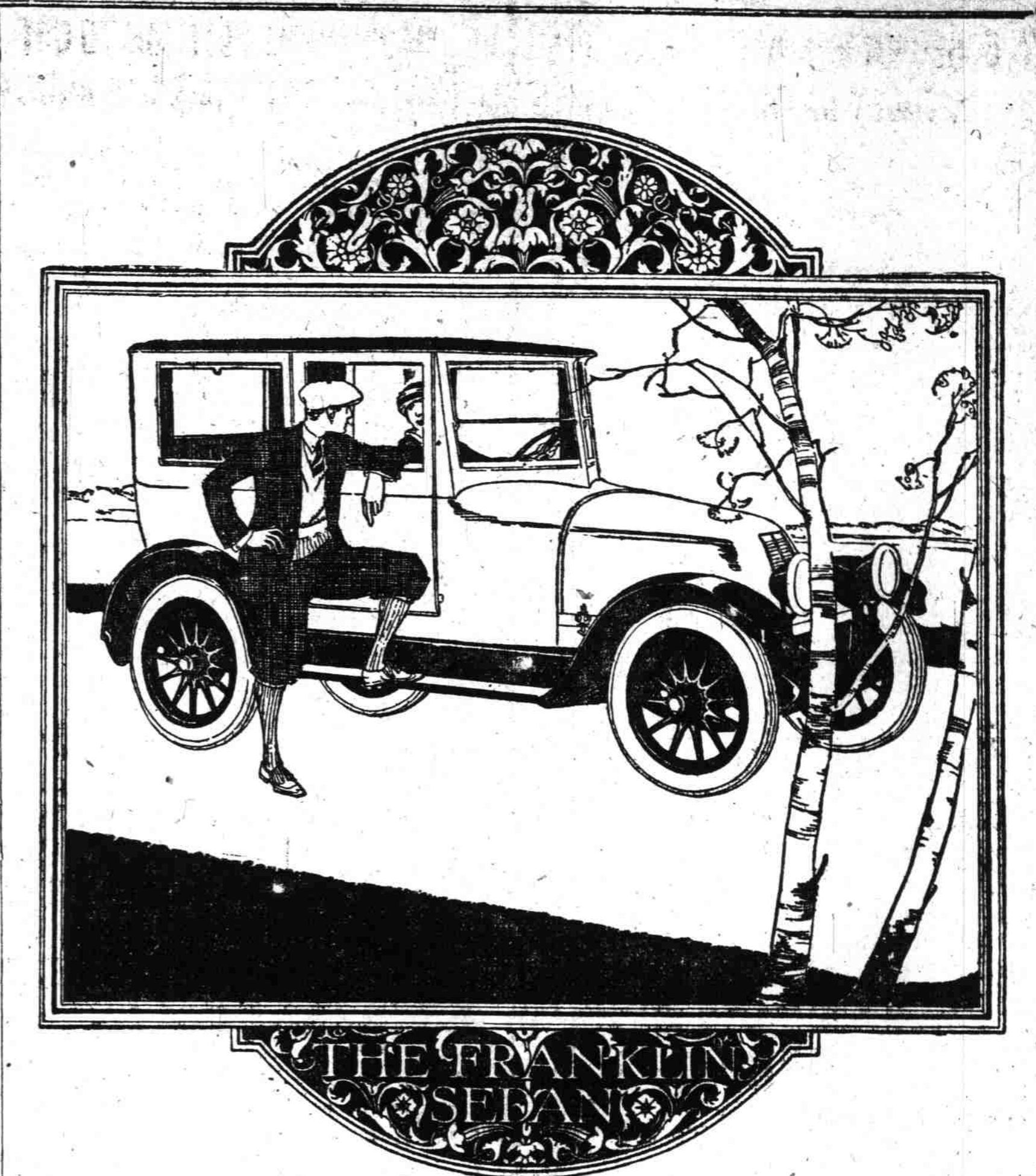
This announces my connection with Geiger Brothers, of Newark, N. J., as successor to Carl Rehder.

Geiger Brothers is one of the largest advertising Calendar and Specialty Advertising Houses in America.

For years "Geiger" has helped the live wire dealer of the Carolinas increase his business through the direct personal appeal method.

If you have never tried this method, do so at once. Just call phone 147-W and I will call, showing you a new departure in advertising.

WAIT FOR ME Lehman Wood "Anything In Advertising" Wilmington, N. C.



THE FRANKLIN

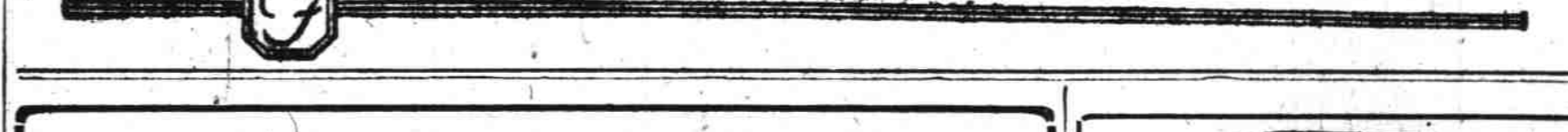
20 miles to the gallon of gasoline 12,500 miles to the set of tires 50% slower yearly depreciation (National Averages)

In cold weather when comfortable, reliable transportation becomes more than ever desirable, the Franklin Sedan renders a performance that has no counterpart.

You do not have to bother with "cold morning" starting troubles, nor fuss with non-freezing solutions when you drive a Franklin Sedan. It adds the mental comfort of its freedom from radiator worry to the bodily comfort of protection from inclement weather.

Franklin Auto Sales Company

Exclusive Sales and Service GREENSBORO : RALEIGH : WINSTON-SALEM : WILMINGTON North Third Street, Near City Hall HENRY M. WARE, Manager Telephone No. 172



Why Are You Waiting To Build?

Are you waiting for the time to come—and we believe it is coming soon—when the demand for building material and builders will exceed the supply?

Do you realize that the production of lumber in this section of the country alone is only about 25 per cent of the normal production? Can't you see what this will mean when demand increases? And it surely will increase sooner or later. We believe that he who builds now will benefit both directly and indirectly. Directly, by taking advantage of present plentiful supply of material and labor. Indirectly, by helping to keep the wheels of industry in his home town turning!

Clark-Lynch Lumber Co.

Read Star Classified Ads

Advertisement for The NEW EDISON phonograph, featuring a picture of the device and text: 'The Phonograph With a Soul', NEW EDISON RE-CREATIONS, McGRATH & CO., 213 Princess Street Telephone 777.

Advertisement for Mother's Friend, featuring text: 'For Expectant Mothers Used by Three Generations', Bradfield Regulator Co., Dept. S-D Atlanta, Ga., Read Star Classified Ads.