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BRITISHERS CROSS ATLANTIC IN FIRST NON-STOP FLIGHT

Landed on Coast of Ireland Sunday Morning After Bridging Atlantic in 16 Hours and 12 Minutes — Plane Damaged in Landing.

The first non-stop airplane flight across the Atlantic ocean was completed Sunday morning when British aviators landed on the coast of Ireland, having bridged the Atlantic in 16 hours and 12 minutes.

The following Associate Press dispatch from London gives the details of the flight.

The final goal of all the ambitions which flying men have ventured to dream since the Wright brothers first rose from the earth in a heavier than air machine, was realized this morning when two young British officers, Capt. John Alcock and Lieut. Arthur W. Brown, landed on the Irish coast after the first non-stop flight across the Atlantic ocean.

Their voyage was without accident and without foreseen incident, so far as can be learned. It was a straightaway, clean flight, achieved in 16 hours and 12 minutes—from Newfoundland to Clifden, Ireland, a distance of more than 1,900 miles.

But the brief and modest description which comes from the airmen at Clifden tells of an adventurous and amazingly hazardous enterprise. Fogs and mists hung over the North Atlantic and the Vickers-Vimy climbed and dove, struggling to extricate herself from the folds of the airplane's worst enemy.

She rose to 11,000 feet, swooped down almost to the surface of the sea, and at times the two navigators found themselves flying upside down only ten feet above the water.

Before coming to earth, near the Clifden wireless station Alcock circled the wireless aerials, seeking the best spot to reach the earth, but no suitable ground was found, so he landed in a bog.

The wireless staff rushed to the aid of the aviators. They found Brown dazed and Alcock temporarily deafened by the force of the impact. As soon as they were able to be escorted to the wireless station they telegraphed the news to their friends, then had breakfast.

"That is the best way to cross the Atlantic," said Lieutenant Brown, after he had eaten.

The landing was made at 9:40 o'clock, British summer time. In taking the ground the machine struck heavily and the fuselage ploughed into the sand. Neither of the occupants was injured.

Much of the flight was made thru a fog, with an occasional drizzle. This hampered the airmen considerably during their journey.

Captain Alcock explained the silence of his radio instrument during the trip by saying that the wireless propeller blew off soon after the airplane left Newfoundland.

"We were much jammed by strong wireless signals not intended for us," he added.

When word was received here of the accident to the machine in landing arrangements were made for mechanics to leave London immediately to make repairs.

Word came from Clifden this afternoon that the pilot and the navigator of the biplane were leaving for Galway whence Lieutenant Brown planned to travel by train to London, arriving there on Tuesday morning. Captain Alcock, however, hoped to be able to fly to London in the machine which made the record flight as soon as it could be repaired. It was planned to have him give an exhibition over London in the machine, if possible.

The aero club received the message from Clifden not long after the transatlantic flight had ended, signed by the airmen, which merely stated that they had completed the flight in 16 hours and 12 minutes. They requested instructions from the club.

In reply the club telegraphed Captain Alcock:

"Keep machine intact until observer arrives."

The air ministry stated that certain remarks put on the airplane at Newfoundland which must be officially identified by a member of the royal air force before the flight is declared to have been officially completed. It was said at the ministry that it was probable one of its officials would leave Dublin to relieve Alcock and Brown. It was hardly believed there that the machine could be repaired before several days had passed and it was thought both the aviators would proceed to England by train.

Alcock and Brown stood the trip well.

The Flight of Three Recent Notable Attempts

The flight of the Vickers-Vimy biplane across the Atlantic was one of three recent notable and daring achievements by airmen.

To Captain Alcock and Lieutenant Brown goes the high honor of having made the first non-stop air passage of the Atlantic, the achievement going to the credit of Great Britain.

The Atlantic had already been spanned in an air journey, however, the feat having been performed by American naval officers in the seaplane NC-4 with a stop at the Azores en route from Newfoundland to Lisbon, Portugal, the journey beginning May 16 and ending May 27.

Less successful, but no less daring than the achievement of the Vickers-Vimy pilot and navigator was the recent flight by two other British airmen. Harry G. Hawker and Lieutenant Commander MacKenzie Grieve, on May 19 they covered more than

half the distance across the Atlantic before being forced to alight in mid-ocean. For nearly a week they were given up as lost, but finally before the news of their dramatic rescue was relayed ashore by a British destroyer.

The successful flight of the British airplane and the American seaplane were made in pursuance of different phases of experiment in the problems of the air. Elaborate precautions were taken to guide the NC-4 and her companion fliers by destroyers placed at frequent intervals, the aim being not so much to make a record as to establish the practicability of cross-ocean traffic by air under conditions of comparative safety. The attempt of Hawker and the successful flight of Captain Alcock and Lieutenant Brown were made for a prize of \$50,000 offered by the London Daily Mail. The idea was to make a contribution of moment to the practical side of air navigation, but the appeal to the competitors was in no small measure to the sporting instinct of the fliers, giving strong chances of being irretrievably lost at sea if anything happened to their machine.

A comparison of the records that the NC-4 with five men, covered 2,150 miles in 26 hours and 37 minutes while the Vickers-Vimy plane flew with two men, 1,850 miles in 16 hours and 12 minutes. The achievement of the British fliers sets a new record for distance covered in a single flight, the longest jump of the NC-4 having been approximately 1,200 miles from Newfoundland to Horta in the Azores.

Clifden, Ireland, where the Vickers-Vimy biplane completed its wonderful flight from Newfoundland, is 43 miles northwest of Galway and is situated on the inlet of the Ardara harbor. From St. Johns to Galway the distance approximately is 1,960 (1,682 sea miles).

CREW OF N. C. 4 DECORATED

Officers get Royal Air Force Cross and Medal Given to Chief Mechanic Rhoades — President Wilson in Paris.

London dispatch, June 10.—The royal air cross has been conferred on commander John H. Towers, in command of the American seaplane squadron on the transatlantic flight, and Lieut-Comdr Albert C. Read and the other commissioned officers of the crew of the NC-4, Lieut J. L. Breese and Ensign H. C. Rodd.

The royal air force medal has been conferred on Chief Mechanic's mate E. S. Rhoades. Maj-Gen J. E. B. Seely of the air ministry made the presentations this afternoon in behalf of the king. The air force cross was recently conferred on Harry C. Hawker and Lieut-Comdr Mackenzie Grieve, the British aviators who assayed the transatlantic flight from Newfoundland.

The royal air force cross is awarded to officers and warrant officers for acts of courage or devotion to duty when flying, although not in active operations against the enemy. The air force medal is awarded to non-commissioned officers and men for similar acts of courage or devotion to duty. President Wilson today received in Paris Lieut-Comdr A. C. Read, commander of the NC-4, Comdr John H. Towers, who was in charge of the flight of the three seaplanes which attempted to fly from America to Europe, and Lieut-Comdr P. N. L. Bellinger, commander of the NC-1. He congratulated them and expressed pride in the work they accomplished during the flight.

President Wilson told Comdr Towers and his companions that he was glad to shake hands with them. He was very proud of them, he said, and was sure their fellow-officers in the navy and in fact all Americans were proud of them also. He asked them about their trip and remarked that he was glad to see they could keep their heads on land as well as on water and in the air. The reception by the president was brief and informal.

The American naval airmen also were received by Georges Leygues, the French minister of marine. They were accompanied to the ministry by Admiral William S. Benson, United States navy, chief of naval operations. They left at noon for England.

Charles Ray has Strong Character in New Photoplay

Charles Ray, the Thomas H. Ince-Paramount star, appears in a decidedly new type of character in his new photoplay "Greased Lightning" which will be presented at Strand Theatre next Friday.

We have seen Mr. Ray in past performances as the baseball player, the hired man, the young city sport, the spoiled mother's boy and the like, but no type of the past gives him such opportunity for his subtle comedy as does the small town inventor a character he portrays with admirable taste in "Greased Lightning."

The play derives its name from a racing automobile, the product of the young inventor's genius, which fails to work until the crucial moment in the story. Then it becomes the speed demon that runs down the villain.

Mr. Ray is surrounded by a capable cast, including Wanda Hawley, Robert McKim, Willis Marks and others. The story was written by Julien Josephson and directed by Jerome Storm, under the supervision of Thomas H. Ince.

How absurd it is to pass over a man's good qualities and fix our attention only on his bad ones—why no at least weigh them?

Parties, organizations or groups formed to serve only themselves are like a house divided against itself—they will not stand.

STAGE SET FOR LAST SCENES OF THE PEACE CONFERENCE

Terms of Treaty Brought Down to Irreducible Minimum and New German Republic Will have Five Days to Accept or Reject.

By the Associated Press.

The stage is set for the closing scenes of the peace conference, so far as Germans are concerned. Within a few hours it is expected that the Germans will be told the terms, brought down to an irreducible minimum, on which the allied and associated governments are ready to take up relations on a peace footing which the new German republic.

It is estimated from Paris that Germany's admission to the league of nations is set for the "near future." Previous dispatches had indicated that the reply to Count von Brockdorff-Rantzau would merely state the conditions considered necessary for Germany's entry into the league, such as fulfillment of the treaty terms and of Germany's international obligations including reparations and the payment of the allied claims.

Important for Germany, as well as for the allied countries, is a plan outlined in the answer to the German counter proposals. This provides for civil, rather than military administration of the region on the left bank of the Rhine. Under the proposal authority would be placed in the hands of a commission consisting of one member for each of the great powers, thus rendering unnecessary the maintenance of a large occupational force.

As Germany under the terms of the armistice, stands obligated to pay the expenses of the military occupation of the Rhineland, the sums saved to her by the substitution of civil for military administration would be enormous.

Austria's reply to the treaty presented to her delegates is due Tuesday, but, as the treaty in its present form lacks many important clauses, it is probably that a request for further time would be favorably considered by the peace conference. The council of four will devote part of Monday to consideration of the remaining sections of the Austrian reply, and efforts are to be made to whip the document into form as speedily as possible.

Bolshevik and anarchistic disorders are reported from Switzerland. Two persons were killed and 17 wounded, according to official figures, in a serious uprising in Zurich in which the prefecture was stoned, the hall of justice looted and the archives burned.

CANNOT MAKE GERMANY PAY, DERNBURG AGAIN DECLARES

"Come to Berlin if You Will," Doctor Says to Allies, "But What Will It Get you?"

Germany's inability to meet the financial demands of the peace terms, and the inability of the Allies to make her pay, are insisted upon by Dr. Dernburg, the German Minister of Finance, in an interview telegraphed by the Daily Mail's Berlin correspondent. Dr. Dernburg reiterates his recent declaration that Germany will not sign the terms as presented, and continues:

"As a matter of fact, neither the Entente nor Germany is capable of signing this peace. Germany cannot pay and the Entente cannot make Germany pay. You can invade Germany and occupy the Ruhr Basin, and nobody will stand in your way if you wish to come to Berlin. But when you are there, what are you going to do?"

"Your only hope of reparation lies in getting the German people to work producing goods, which they can give the Allies against money indemnity, but first they must have food and then raw materials. You must make terms which will enable you to get your reparations reasonably soon. You are going to remain slaves because parents lost the war?"

Dr. Dernburg, elsewhere in the interview, speaks derisively of President Wilson.

"I thought he came over here as a new sort of redeemer, in the role of a savior of mankind," finance minister is quoted as saying, "but I have not found in the peace treaty one word of his peace of conciliation and good will."

FINAL WORD OF ALLIES HANDED TO GERMANS

Original Treaty is Vigorously Upheld and if Germans Do not Sign Within Seven days Steps Will be Taken to Enforce Terms.

The final reply of the allied and associated powers to the conditions of peace handed to the Germans at Versailles May 7 was delivered to the German delegation and made public shortly afterward.

The Germans are allowed seven days to accept or refuse the treaty as it stands. If they accept, peace will be signed at once; if they do not accept, the armistice will terminate on Monday (June 23) and the powers will take such steps as may be necessary to enforce their terms.

The principles of the original conditions have been vigorously upheld, as establishing a peace of justice, but certain modifications in detail and many explanations of the effect of execution are made. The reply is in two parts—a general covering letter and a serial discussion of the general counter proposals.

COUNTY COMMISSIONERS MET IN EXTRA SESSION YESTERDAY

Ordered County Attorney to Prepare Advertisements Asking For Bids on Good Roads Bonds—Special School Election Ordered — Jury Drawn.

Meeting in extra session yesterday, the Board of County Commissioners ordered Mr. J. C. Sikes, county attorney, to prepare advertisements asking for bids on good roads bonds to the amount of \$50,000. Bids will be asked for bonds bearing 5 per cent interest and bonds bearing 5 1-4 per cent interest.

A special school election was ordered for Jerome district in Goose Creek township.

In view of the fact that the commissioners anticipate a busy time of it at their regular session the first Monday in July they disposed of the task of drawing a jury for a week's term of criminal court to be held beginning July 28. Following are the names of those drawn as jurors:

F. A. Williams, J. Walter Haney, R. J. Rorie, A. F. Tyson, T. E. Mangum, J. C. Preslar, J. F. Ross, G. W. Broom, R. C. Tarlton, K. B. Laney, Jas. E. Neal, D. H. Parker, S. B. Smith, I. L. Russell, D. M. Walkup, J. T. Steele, G. F. Sutton, G. Lex Helms, T. L. A. Helms, W. B. Foard, H. E. Griffin, Rufus L. Bivens, R. B. Cuthbertson, C. T. Williams, T. Z. Seerest, J. C. Huneycutt, C. W. Thomas, D. A. Price, J. F. Thompson, Jennings A. Seerest, S. P. Walkup, W. Jeff Austin, W. J. Rudge, D. A. Eudy, W. H. Bivens and W. A. Hemby.

MRS. H. R. LANEY ELECTED HEALTH AND SAFETY OFFICER

Will Inspect Premises of Business Houses and Homes to See That They Conform to Sanitary Laws—Statement From Mrs. Laney.

At an extra session of the Board of Aldermen yesterday afternoon Mrs. H. R. Laney was elected Health and Safety Officer to devote three days of each week to the work.

The duties of the new office are to see that the premises of all business houses and homes of the city comply with the sanitary laws of the city and state. Mrs. Laney will inform herself as to what the law is and make inspection to see that it is being observed. As for instance, there is a law which makes it a misdemeanor to allow a drain pipe from a sink or other receptacle to empty upon a street. Where this is found to be violated the property owner will be told that it must be corrected.

Mrs. Laney this morning gave out the following statement regarding her work:

As I have been elected Health and Safety officer by the Board of Aldermen of our city, I wish to say that I will begin work at once, and will appreciate the co-operation of the people.

I believe our people are awake to the fact that health is the most important thing in the world and no city can be healthy if there are fly and mosquito breeding places, and filthy spots here and there. Many people only need to be reminded and they are glad to clean up their premises, others have to be made by law to do their duty along that line, while many citizens have enough pride in their town to keep their places of business and residences spick and span all the time—which class do you belong to?

Our is not the filthiest place in the world, nor in the state for that matter, and we have been commended by visitors and traveling men on the attractive appearance of Monroe, but there is great room for improvement yet, and we would like for our city to be the very cleanest and healthiest city in North Carolina, if not in the world. We can do this if we will, so let's all pull together for a cleaner, healthier and more beautiful Monroe.—Mrs. H. R. Laney.

Italian Hull House Established

An Associated Press dispatch from Rome says:

The "Hull House of Italy," emulating Chicago's famous example of social work, has been established at Sezze, a thickly populated mountain town of Rome. There are 14,000 inhabitants there.

Under American direction Sezze has established a settlement house, two orphan asylums for orphans of the war, a hospital and a system of visiting nurses. The money has been contributed by the inhabitants of the town. All the institutions are supported by voluntary contributions.

The new social institutions have been operating under the direction of Miss Fraser, a former social worker in Chicago and Cincinnati. Miss Fraser is an American Red Cross worker but has called for little in the way of financial support from her organization. She has skillfully aroused the interest of the residents in her projects and they have supported her with money and time to a remarkable extent. The hospital has already done enormous work for the people of the town. In the two orphan asylums are bathrooms, sewing rooms, playground, carpenter shops and machine shops. The boys' institution has a three-acre farm, where they attend to the breeding of rabbits, hogs and chickens and grow all the vegetables used in the institutions. The girls are given special work in embroidering where they design and make all the linen for the home.

Airship to Arrive Thursday.

The airplane Skull and Bones, from Langley Field, Va., will arrive in Monroe Thursday, May 16 or Sikes was notified this afternoon in a letter from Lt. Braudt. The old bird will be in charge of a pilot and mechanic and is expected to remain here two days. The Stewart field on the western edge of the city will be used as a lighting point. Exhibition flights will be given if the weather permits.

AMERICAN SOLDIERS IN MEXICO ROUT VILLA'S TROOPS

Crossed in Mexico Sunday Night — Returned Last Night Bringing Seven Prisoners and 100 Horses — Campaigned for 24 Hours.

When bullets from warring Federal and Villa factions at Juarez, Mexico, began falling across the border into El Paso, Tex., endangering American lives and property, Sunday night, 3500 American soldiers crossed the border to put a stop to it.

The Americans returned last night. The following dispatch from El Paso gives an account of their expedition. American troops participated in the punitive expedition against the Villa rebels in and near Juarez last night and today, were billeted in barracks and camps on the American side tonight after 24 hours of campaigning.

Seven ragged Mexican prisoners were herded toward the Fort Bliss stockade by a detachment of the fifth cavalry while another cavalry detachment drove a herd of 100 captured Mexican horses and ponies to the remount station.

It was unofficially stated tonight at Fort Bliss that approximately 50 Villa followers were killed.

One American of the Seventh cavalry, Corporal Shigas, was shot thru the lung by a Mexican rebel.

After crossing during the night, the cavalry column, supported by a battalion of the Eighty-second artillery, advanced at daybreak.

The commanding officers reported that four Villa followers were killed when the abode headquarters was charged.

From that time on it was a running fight with the Villa band across the plains. An abode shack was also found to contain five Carranza soldiers dead from wounds and eight wounded.

A correspondent of the Associated Press tells how Villa and Angeles broke camp when news that the Yanks had crossed into Mexico was received.

At 6 o'clock this morning General Felipe Angeles received a courier at his headquarters, 12 miles southeast of Juarez, with the message that American troops had crossed the Rio Grande into Mexican territory.

Immediately upon receipt of this news, General Angeles started breaking camp and moved south a little to the west.

Twenty minutes later Gen. Francisco Villa, supreme in command of all anti-government forces in the north, who was at headquarters, also broke camp and moved south.

The news that American troops had crossed into Mexican territory appeared a sad disappointment to General Angeles.

Although commanding no forces personally, to speak of General Angeles had hoped to act as a peacemaker between the Carranza government forces and the revolutionary forces.

VILLA IS AGAIN ON WAR PATH

His Troops Spent Sunday in Attacking Federal Garrison at Juarez—Account of Fighting.

Villa is again on the war path in Mexico. The following dispatch from Juarez, Mexico, gives an account of the battle there Sunday:

Fighting was resumed in Juarez at 4:40 p. m. By 6 o'clock the rifle fire was more general than any time last night. Federal troops charged the rebels as they advanced down Calle Comercio, the principal business street, repulsing them.

Col. J. Gonzales Escobar, garrison commander, was wounded five times and hurried to El Paso for medical treatment.

The fight tonight swung to the south and was in progress around the abandoned Juarez agriculture college, where Villa had his seventy wounded. As the Federals apparently were not expecting an attack before dark the outer line of trenches was thinly manned and the Federals withdrew toward the town proper, carrying their machine guns and boxes of mauler ammunition with them.

Reinforcements were hurried from the flats to the west of town where no military activity had yet occurred and down the steep hill from Fort Hidalgo and engaged the advancing enemy.

After dawn today the firing became desultory on both sides, with an occasional shot from Fort Hidalgo. Villa troops during the darkness looted a number of stores and houses. The Federals claimed to have 150 Villa dead and 60 prisoners, of whom 10 are wounded.

Rumors persisted that many of the Villa prisoners had been executed. Only two known executions were seen by the Associated Press correspondent.

If the Kaiser had read Emerson's "English Traits" he would never have got into war with 'em.

WORK ON HIGHWAY IN VANCE TOWNSHIP TO BEGIN SOON.

State Highway Commission Does Not Seem to Approve Hard Surface Construction—Would Take All the Money Available For State.

Due to the extremely high cost of building a hard surface road and to the fact that a roadbed should be allowed to settle under the wheels of traffic for a period of years before it is in condition to hold a hard surface construction, that portion of the Wilmington-Charlotte-Asheville highway which passes through Union county will not be of this nature of construction. Later, when the road bed becomes in condition, and it is desired previous construction will not interfere with the securing of Federal aid for a hard surface construction, Lt. Page, chairman of the State Highway Commission, told members of the Union County Road Commission in Raleigh the latter part of last week.

It was pointed out to the Union county men that the proposed highway would be approximately 350 miles in length. The construction of a hard surface road would cost about \$25,000 per mile, some thought. Lt. Page was of the opinion that it would cost \$30,000 per mile. Thus it was shown, estimating the cost of construction at \$25,000 per mile, that the total cost of the road would be \$8,750,000.

The Federal aid available for the next five years and the state money at the present for the entire highway system of the state is only \$6,500,000. From this it was shown that should the Federal government bear 50 per cent of the cost of constructing the Wilmington-Charlotte-Asheville highway, and the state 25 per cent, that practically all the money available for the entire state would be expended on this road.

The Union county men wished to arrange for securing more Federal aid in the construction of the hard surface highway through the county. Under an old agreement the amount of Federal aid for the road had already been assigned for this county.

Members of the state commission called it to the attention of the Union commission that the construction of the hard surface road in the county would cost about \$840,000. "Would your county be willing to expend \$420,000?" the Union men were asked. They replied that they did not feel justified in this.

The Union county men were told to proceed with the construction of that portion of the highway which lies in Vance township and provided for under the old agreement with a Federal allotment of \$4,000. However, the construction not to be of hard surface. This stretch of the highway is about four miles long and connects with the Mecklenburg end of the highway and extends through Vance township. Later, the State commission told the Union county men, they would be advised as to whether Federal aid to the amount of 50 per cent and state aid to the amount of 25 per cent would be allowed in the construction of the remainder of the road through the county. Later developments indicate that this will be done.

The Road Commissioners have now passed resolutions expressing their readiness to begin work on that part of the road in Vance. In these resolutions it is stated that the county's part of the money for the construction is available. Upon the receipt of these resolutions by the State Commission the State engineer will prepare advertisements for bids for the construction of the road. Work is expected to begin in a short time.

Esq. Flow Will Soon Begin Work as Tax Assessor.

The 1919 session of the General Assembly of North Carolina passed an act requiring a re-valuation of all of the real estate in North Carolina, at its actual value in money and outlined an entirely new method of assessing all property. Under it a district supervisor is appointed for the several districts in the state and also a county supervisor who has under him assistants to do the work. In Union county the corporation commission at Raleigh appointed Esq. M. L. Flow as county supervisor and the county supervisor has chosen as his assistants P. Hayne Johnson, democrat, and G. Ed Flow, republican.

After the supervisor and his assistants have gathered their information and valued the real estate, notice will be mailed to the owner of the valuation placed thereon and if he is dissatisfied he will appear before the board, composed of M. L. Flow, Blair Seerest and C. S. Massey, and the decision of this board will be final. The valuation of the real estate must be complete by Jan. 1, 1920. The corporation commission has given out the statement that this new system of valuation is going to be expensive, but that we must bear in mind that it fixes the value as to real estate for the next four years. The act further provides that when all the real and personal property is listed, the governor shall convene the General Assembly and that the tax rate shall be reduced so that the sum total realized from taxes shall not be more than ten per cent of the amount realized the year previous. Esq. Flow says that he will soon have his books and papers ready to begin his work. The citizens of the county should co-operate and furnish him and his assistants with such information as they may ask for.

Miss Blanche Carter, Home Demonstration Agent, has returned from Raleigh where she attended a meeting of the agents of the state.