

How Much Can An Aviator Make?

By FRANK J. CARMODY in Literary Digest.

Good pay, with lots of time off to spend it! Thus many aspirants view the situation of the air-mail pilot, who, as we shall see later, has unusually short working hours. The pilot, however, has a job that demands good pay and plenty of time off for rest, according to Frank J. Carmody in a copyrighted article for *Ullman Feature Service of Washington*. "Big opportunities in aviation." "Rich rewards in aviation." These two phrases Mr. Carmody continues, have a familiar ring to any one who has glanced through any of the trade magazines or papers of the aviation field. They are the clarion calls of those who have something to sell, whether it is flying instruction or second-hand planes. Those statements, however, are general. Precisely how big are the opportunities offered by aviation? The rewards, how rich? With these two inquiries, the writer launches an outline of the financial rewards awaiting the competent aviator, telling us:

It is impossible to gainsay that there are big opportunities and rich rewards awaiting the youth who is clamoring for his parents' consent or working hard to amass sufficient money to take instruction that will qualify him for some branch of aviation. As a matter of fact, the newness of the field probably gives it a distinct margin over virtually all others in the matter of offering both big opportunities and rich rewards.

There is not a single sphere of aviation, according to those qualified to speak, in which opportunity is not knocking at the door of the right man who has dug in and mastered piloting, maintenance, engineering, production technique, operation, or the like. But the point to be remembered, say these experts, is that aviation is no different from any other sphere of endeavor in that it rewards those who merit reward.

Judging by the patronage of the flying schools that have sprung up by the dozen in all parts of the country, those looking for the rich rewards and big opportunities are going after them via the cockpit route, in other words by first becoming pilots. What is one's chance of getting a job as a pilot? What pay will one get when and if one does land a post-

office on some one's pay-roll? In the first place, it is well to remember that it is a long jump from the time one learns to manipulate the controls of a plane until one can qualify for a transport pilot's license. Two hundred hours of solo flying are requisite to obtain a license that will enable one to line up a job as an instructor, a test pilot, a mail, or—in most cases—a sightseeing or taxi-plane pilot.

Provided, however, one is willing and able to amass the 200 hours of solo, he is qualified to get his share of the rich rewards and the big opportunities. At present there are approximately 3,000 transport pilots. While many are in the military service, most of those who are not are working, full or part time, at a pay that is greatly varied, depending upon the type of job.

The mail pilot, for instance, draws from \$5,000 to \$7,500 a year on an average. The night mail flyer, of course, is paid a higher rate, more nearly commensurate with the hazards of his occupation. That, undoubtedly, is good pay measured by any reasonable standard. But the work, with its hardships and its dangers, fully justifies good pay and constantly better pay, perhaps.

If the pay of the mail pilot strikes many as being handsome, the hours of work required probably will seem still more so. An average probably would be between fifteen and twenty-five hours a week, judging by the schedules maintained on several contract routes.

The mail pilot probably is the best paid of the salaried flyers, save for the test pilot on the pay-roll of the big plane builder, we learn, reading on:

The latter, perhaps the most carefully chosen flyer, must have unusual abilities not alone in handling the plane but also in the form of engineering genius. He is paid what he can get, and if he is good enough he can get quite a bit—from \$6,000 to \$10,000 or more, depending upon a number of varying conditions.

The pilot who hooks up with a sight-seeing or taxi-line operator frequently is paid on an hourly basis, and if he makes a connection with a busy operator he can acquire quite a

pay-roll. If he is on the regular list, he may make from \$5 to \$10 or \$15 an hour, and possibly get in as many as forty hours a week. At the minimum rate working a maximum number of hours his earnings for the average week would run \$200 a week. But it very often is not possible to get in the forty hours a week, and certainly the job is a seasonal one in most parts of the country.

At many of the larger fields, the popularity of week-end flying jaunts makes necessary the employment of extra pilots. During the summer months, quite a few experienced pilots are making from \$50 to \$100 in this fashion—pay that often is more than they can command on their regular jobs in some other sphere.

Of course, not all pilots thus employed are paid on an hourly basis. Those on the regular pay-roll may be retained at a rate of about \$300 a month ranging as high as \$500 or \$600.

Instructors in the numerous flying schools are paid on a comparable basis, in many cases by the hour. Their pay, depending upon the size of the school and the dispatch with which they dispose of their students, may run at a rate of \$10,000 a year, or possibly more. But instruction, according to those who engage in it, is worth every cent one can command. Few in other branches of flying will disagree with this statement. They know.

Many are entering aviation by way of the maintenance departments. Putting their knowledge of mechanics into force in this particularly active field, they count upon getting a salary and, eventually, instruction in flight. The mechanic is paid on a basis of from \$1,800 to \$3,000 a year, on an average. Of course, there are instances where the \$3,000 is exceeded by some especially gifted mechanics.

Helpers—and there are a lot of youngsters who want to work up from this rung of the aviation ladder—are paid from \$15 to \$25 weekly.

There are other avenues of approach to aviation, but at the moment the traffic upon them is not so heavy as on these. All offer big opportunities and rich rewards for those willing to work hard for them.

Asheville Waiter Receives Letter From Herbert Hoover

Asheville, Dec. 1.—George Haloulos is only a Greek waiter in a cafe at 404 Depot street, only one among thousands throughout the United States, but that doesn't prevent his getting a letter from Herbert Hoover, President-elect.

This business of being a waiter, it seems, is only a means of livelihood for Haloulos; his heart lies in another pursuit—that of drawing. And so just before the national election, he sketched a portrait of Hoover and sent it to him together with a letter expressing admiration for the Republican candidate.

This week Haloulos smiled more happily as he dished out ham and eggs, etc.; for in his pocket he carried the letter of thanks from the President-elect, personally signed.

Plane Falls, Five Burned To Death

Fort Worth, Texas, Dec. 1.—Five persons were burned to death when a tri-motored Ford plane fell six miles southwest of Spur, Texas, late today, according to a telephone call from E. U. Baker, of Spur, asking the Star-Telegram radio station here to broadcast information for possible identification of the passengers.

The plane caught fire as it crashed and the bodies of the five occupants were burned beyond identification.

Probability that the plane was piloted by Matthew Watson, address unknown, appeared when a suit case thrown clear of the wreckage was examined and a pilot's license in that name found.

NOTICE

By virtue of a deed of trust executed by J. W. Gardner and wife to the undersigned trustee which is recorded in the office of the Register of Deeds for Surry County in book 90 page 283 the same being now due and unpaid, I will offer for sale at public auction to the highest bidder for cash on the premises on the

22nd day of December, 1928 at one o'clock P. M.,

the following land: In Rockford Township, adjoining the lands of E. S. Reese and others. Beginning at a stone corner of J. G. Barrow garden lot on the public road from Rockford to Silas and runs down the right of way of the Southern Railway 297 ft. to a stone, J. D. Hamlin corner, then northward with a hillside ditch to a perpendicular bush in the Masonic lot or Anderson land, thence with the Masonic lodge lot line to E. S. Reese corner, thence with Reese line to J. G. Barrow corner in the Reese line, thence with Barrow line to the beginning containing 2 acres more or less, except the roller mill lot sold and conveyed by C. F. Barfoot to W. J. Eyerly. For further description of said land see deed recorded in the Office of the Register of Deeds for Surry County in Book 50 page 19 and Book 71 page 25.

This Nov. 21st, 1928.
C. M. Llewellyn, Trustee.
By A. D. Folger, Att'y.

WASHINGTON TO LOSE ITS HISTORIC MANT

Federal Office Building to Take Its Place.

Washington.—Washington is soon to lose what is believed to be the only marble owned and operated by a national government. It is known as Center market and occupies two city blocks at Seventh street and Pennsylvania avenue, a stone's throw from the National museum and the Smithsonian Institution. Center market was established a century and a quarter ago, and it has occupied one site continuously. Within two years it will be replaced with a building to house the Department of Justice.

Notley Young gave the site to the city when his farm ran from Glenboro Point on the Maryland bank of the Potomac to Pennsylvania avenue. In his will he directed that if it should be used at any time for any other than market purposes the property should revert to his heirs. This provision led to a controversy as the land passed to the Washington Market company and from the Market company to the United States government, which took possession about ten years ago. Finally the issue reached the attorney general of the United States, who held that under the right of eminent domain the government could use the property for a public building just as readily as it could for a market. In accordance with this decision stall owners were notified a few weeks ago that in the course of two years they must vacate. The market has been a good investment for the government, which paid about a million dollars for the property and has derived a revenue of more than \$100,000 yearly from the rentals ever since.

Show Place of City. Under the administration of the Department of Agriculture, Center market has been conducted in an efficient manner. No market hereafter established can take its place in the minds and hearts of Washingtonians. In fact, they have regarded it as one of the show places of the city and a center of local color as distinctive as the old French market in New Orleans.

It was always a home of democracy, for diplomats and statesmen, society matrons and persons of lowly life met there. Senator Cockrell, of Missouri, would walk down, basket on his arm, and return aloft to his home supplied with the choicest the market could afford. Judge Wylie, living in Thomas circle, did the same, and was a familiar sight as he walked down Fourteenth street every morning on his way with his basket.

It is doubtful whether any market the world over ever offered a greater variety of things to eat. Chesapeake bay and its tributaries supply three-fourths of the people of the United States with crabs, oysters and fish of every variety. All are found in Center market. Potomac roe herring are found in no other market of the country.

Farmer Uses Submarine.

More colorful even than the buyers are the producers who bring in their truck, fish, fowl and meats from adjacent states. Recently a Virginia farmer bought a submarine at a sale of condemned government property, but decided to stay above the water and take no risks beneath the surface. Persons on the municipal wharf were astounded to see him appear in the river one day aboard his formidable war craft. Hatches were opened cautiously, but the hold was filled with juicy melons and fresh vegetables from his farm, instead of torpedoes. Presence of the war-painted submarine in a place so unusual drew a crowd and the farmer saw his opportunity. He mounted the wharf and standing on a box began to ask bids for "submarine melons," "submarine cabbages," "submarine this" and "submarine that." He soon had sold his entire stock. He announced with a chuckle as he started home that he intended to make regular trips to the city and expressed the hope that some of the things he would bring with him would reach the Center market.

Auto Clubs of Europe Issue New Road Maps

Washington.—The first complete automobile touring maps of Europe have been issued at Paris by the International Association of Recognized Automobile clubs, H. O. Kelly, United States trade commissioner there, informed the Department of Commerce. The new maps are expected to give an impetus to touring in Europe, where heretofore there have not been available detailed charts of the principal international highways. The maps were compiled with the assistance of experienced motorists, government authorities and skilled cartographers in all countries of Europe. It is planned to keep these maps up to date by annual revision.

New Fire Engine Falls Apart on False Run

Livingston, N. J.—Livingston volunteer firemen are prepared to answer calls with a borrowed fire engine, their own having collapsed when responding to a false alarm. The machine is only a few months old. The firemen were going at more than fifty miles an hour when at Grange corner the bottom of the motor fell out, leaving a trail of gears, clutch and various other parts along the roadway. None of the firemen was hurt. Chief Hockenjos said the factory had taken back the machine and loaned them one in its place.

Trustee's Sale. By virtue of a deed of trust executed on Aug. 28th, 1927, by J. E. Wilson and wife, Maggie M. Wilson, to the undersigned trustee, to secure certain notes and an application of the holder of same, default having been made in their payment, I will sell at public auction for cash on the premises on

Monday, Dec. 17th, 1928, at 1 P. M., the following described real estate, to-wit:

Beginning on the north side of Lebanon street and on S. E. corner of lot No. 14 now E. F. Taylor and runs with Lebanon street south 67 E. 89 feet to a stake set in corner of J. F. Smith's lot, thence with line of J. F. Smith North 27 1/2 east 55 feet and 90 ft. to William Simpson's now on the same course 155 feet in all 219 feet to stake set, thence north 15 east 90 ft. to William Simpson's now J. B. Nutt's corner, thence south 57 west 95 ft. to C. F. Taylor's corner, thence with C. F. Taylor's line S. 31 1-2 W. 298 1-2 to the beginning. Beginning

on the southeast corner of South and Granite St. and running with east side South street S. 20 W. present line 100 and 90 feet to Co. G. Graves corner, thence with his line north 88 deg. E. 78 ft. to an iron pin, thence north 2 deg. E. 100 ft. to iron pin, on edge Granite street, thence with south side Granite street north 75 deg. W. 85 ft. to the beginning. This last line goes to my old corner on South St. Beginning at a stake in the edge of Pine street J. F. and W. A. Norman corner and runs south 6 deg. west 114 ft. to a stake in the edge of Granite street, thence with Granite St. 104 1-2 ft. to a stake at the intersection of Granite and Depot St. thence with Depot St. to a stake 113 ft. in the edge of Pine street, thence up Pine Street 90 4-10 ft. to the beginning.

Said deed of trust recorded in the register of deeds office of Surry county, in book 106, page 93. Land sold to satisfy notes due, interest and cost of sale to add.

This Nov. 14th, 1928.
L. R. Kay, Trustee.

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