

THE WARREN RECORD

VOLUME XXIII

(Tuesday)

WARRENTON, N. C., TUESDAY, JULY 23, 1918

(Friday)

Number 59

\$1.50 A YEAR

A SEMI-WEEKLY NEWSPAPER DEVOTED TO THE INTERESTS OF WARRENTON AND WAR

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FRENCH AND AMERICAN TROOPS CONTINUE SUCCESSFUL DRIVE.

Penetrate German Lines Depth Of Over Ten Miles

Over 270,000 American Troops Engaged. American Soldiers Alone Take Over 6,000 Prisoners.

Breaking Through German Line

Allies Advance and Take Prisoners. With the American Army on the Marne, July 21—The French and Americans have broken through the German line northwest of Chateau Thierry.

The Allied troops have taken many prisoners, including three officers, who said that they were tired of the war. American infantrymen captured two German 77's. Previous to the breaking of the German lines the Allies battled with the desperate machine gunners, who were mown down as the Allied reinforcements arrived. The German losses were terrible.

Allies Capture Town of Brasles

London, July 21—The French have taken the town of Brasles, one mile east of Chateau Thierry, on the north bank of the Marne, according to advices received here.

The French line includes the heights north of Brasles, which gives the French a good bridgehead on the north side of the Marne.

French and Americans Continue

Paris, July 21—The Franco-American forces continue to make progress, repelling the enemy, who is defending himself obstinately, according to official statements issued by the war office today.

French Troops Enter Chateau Thierry

Paris, July 21—French troops entered Chateau Thierry this morning, according to an official statement issued by the war office. Violent combats continue north and south of the Ourcq and between the Marne and Rheims. In spite of violent resistance by the enemy, the French have continued to advance, the statement adds.

Paris, July 21—Important gains by

the French, American, Italian and British troops in the territory comprising the Soissons-Rheims salient are reported in the official communication issued by the war office tonight. The heights east of La Croix and Griselles have been taken, a considerable section north of Chateau Thierry has been cleared of the Germans and St. Euphrase and Bouilly, southwest of Rheims, have been captured.

Germans Still Retreating

Victories for the Allied arms in France continue to multiply. Over the entire sixty-mile front running from Soissons to Rheims the Allied troops are fighting with a determination that brooks no denial of their efforts. And the Germans steadily are giving ground, though resistance is being offered in some sectors.

Further goodly sized indentations have been made in the German line between Soissons and Chateau Thierry by the American and French troops and almost all the gains made by the Germans in their recent drive south of the Marne and toward the vicinity of Rheims have been blotted out under the counter-attacks of the Americans, French, British and Italians.

Chateau Thierry, which represents the point in the battle line where the Germans had driven their wedge nearest to Paris, has been recaptured by the French troops and almost si-

multaneously the village of Brasles, two miles eastward and the heights to the north of the village, fell into their hands.

Broke Through Enemy Lines

Acting in harmony with the movement on Chateau Thierry American and French troops northwest of the city struck the Germans another hard blow, broke through the German lines and drove through at some points more than three miles. Large numbers of prisoners were taken and the machine guns of the Allied troops literally mowed down the Germans who endeavored to stay their progress. To the north, along the Ourcq Valley, the French are making good progress toward the important junction town of Nanteuil-Notre Dame, while the operations south and southeast of Soissons are keeping time with those along the other parts of the front.

Enemy Falls Back

The entire southern bank of the Marne having been cleared of enemy forces, French, British and Italian troops now are harassing those southwest of Rheims and they have been forced to fall back in the Courton wood, the Ardre Valley and near St. Euphrase, notwithstanding their desperation. The number of British operating with the Allied forces in this region is not known. The first announcement that they were in the action was made Saturday night and doubtless they represent a portion of the great reserves that everywhere are being brought up along the battle line in an endeavor to make secure the victories already won and enlarge them.

Dangerous Plight of Enemy

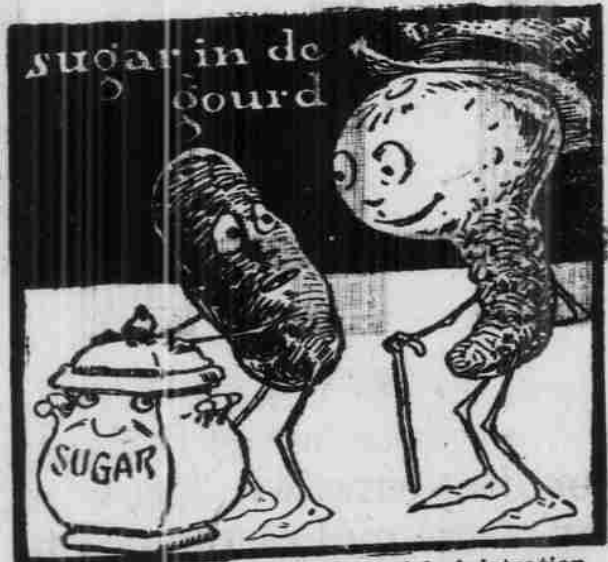
With the capture of Chateau Thierry and the fast progress of the French and Americans eastward from the northern sectors, the plight of the Germans in the southwestern portion of the Soissons-Rheims salient becomes increasingly hazardous, and it is not improbable that when stock is finally taken large numbers of prisoners and quantities of guns and war stores will be found to have been taken by the Allied troops.

Aviators continue to lend assistance to the troops of Gen. Foch, scouting the back areas and harassing the retreating Germans with their machine guns. Notable work has been done by American Indians for Gen. Pershing's men, the Aborigines taking a prominent part in characteristic western fashion in scouting in the Marne region.

Quiet At Other Points

In none of the other theatres except the Soissons-Rheims salient is there any fighting of great moment in progress. The British in Northern France and Flanders are continuing their daily patrol encounters and taking prisoners, while the guns of both the Germans and the British are keeping up their reciprocal bombardment.

—W.S.S.—



U. S. Food Administration.
De ol' song sez "Dar's Sugar in de gourd," but Br'er Tater 'lows dat de only sugar he's studyin' 'bout now-a-days is what's in de sugar bowl en hit's gwine ter stay dat.
De folks wots doin' de fightin' mus' have sugar fast.
But ef' dars enny sweet'nin' in de gourd now-days, he sho' gwine ter git tapped, 'cause dey's lookin' fer syrups en 'lasses en honey to "substitute."

Sea Wolves Attack Small Vessels

Orelans, Mass., July 21—An enemy submarine attacked a tow off the easternmost point of Cape Cod today, sank three barges, set a four and their tug on fire and dropped four shells on the mainland. The action lasted an hour and was unchallenged except for two hydroplanes from the Chatham aviation station which circled over the U-boat causing her to submerge, for only a moment, to reappear and resume firing.

Washington, July 21—In contrast to the tactics adopted by the submarines which last raided American waters the German sea wolf, which appeared today off the Massachusetts coast, torpedoed and shelled vessels without giving the crews opportunity to seek safety in small boats.

Officials plainly were surprised that the submersible should have attacked a tug and barges, as these vessels were without military value and the monetary loss was small. Some accepted this waste of ammunition as bearing out the theory of a "frightfulness" campaign for upon no other ground, they said, could the submarine commander justify such an expensive attack.

Reappearance of submarines in American waters at this time was not unexpected after the fining of foreign-made mines off the Long Island coast last week. The presence of the sea raider was not accepted by naval officials as proof that it was a torpedo that sank the armored cruiser San Diego off Fire Island, N. Y., last Friday with a possible loss of 62 lives.

Most officials still hold to the theory that a mine had destroyed the cruiser. In their opinion the submarine strewed mines in the trans-Atlantic ship line east of New York in the hope of destroying transports bound to Europe with American troops. This method of undertaking destruction of troop ships instead of by direct attack was believed to have been adopted by the Germans because of the risk of his own destruction by destroyers and other war-craft convoying the transports if he attacked them.

—W.S.S.—

Organ Recital Next Thursday Night.

There will be an organ recital given by Miss Alice Vaiden Williams, assisted by Miss Hilah Tarwater, at 9 o'clock next Thursday evening in the Baptist church. The public is cordially invited to attend.

A silver offering will be taken, the proceeds of which will be given to the local chapter of the Red Cross.

The programme follows:
Invocation.....Rev. J. A. Hornaday
Pastorale.....Guilmant
Overture in C minor.....Hollins
Vocal Selection. Miss Hilah Tarwater
Prelude in G.....Mendelssohn
Spring Song.....Mendelssohn
Romance.....Wheeldon
Pilgrims' Chorus.....Wagner
Benediction.....Rev. E. W. Baxter
A pause will be made just before the closing number during which request numbers may be preferred.

—W.S.S.—

MRS. GEORGE F. HARRIS DIES IN EMPORIA, VA.

Mrs. George F. Harris, of Emporia, Virginia, died, after a few hours illness, Friday morning, July 12th while visiting in the home of her father Mr. J. W. Perkinson near Wyllysburg, Va. Funeral services were conducted at her home Saturday afternoon, her pastor Rev. C. A. Lineberger officiating, burial in Wyllysburg cemetery.

Mrs. Harris is survived by her husband, father, two brothers and four sisters. She was forty-nine years old and for many years had been a consistent member of the Baptist church.

Another hand is beckoning us,
Another call is given:
And glows once more with angel steps
The path which reaches Heaven.

TO FLY ACROSS ATLANTIC OCEAN

LIEUT. S. M. CONNELL, WARRENTON BOY, ONE OF GROUP

Flight Across Atlantic To Take Place As Soon As Training Is Completed; This Honor Comes As Reward of Flying Merit.

We take pleasure in publishing the following from the New York Times in reference to the practice flight of the seven aviators who, at an early date, are to fly across the Atlantic. One of the seven birdmen is First Lieutenant Sam Martin Connell, son of Mr. and Mrs. W. A. Connell, of near Warren Plains. Warren is ably represented by Lieut. Connell and the people back home will watch with deep interest this exploit to bring the Continent in 25 hours of America:



Mineola, Long Island, July 17—Seven aviators of the First Provisional Wing, who have volunteered to fly the first fleet of bombing machines across the Atlantic, today began a series of long-distance flights in battle formation by flying to Philadelphia from the army aviation field here. It was their intention to fly back to their field this afternoon, but mishaps to two of the machines upon landing and the bad flying weather reported by the New York-Washington aerial mail fliers caused the dispatch of orders for them to put their machines in hangars to await better weather. Permission was also given them to fly over Philadelphia in practice observation.

Most of the aviators in the Provisional Wing have already made several long-distance cross-country flights, but until today they had not flown long distances in battle formation. They have been practicing in the formation for several weeks and have flown over New York City in their battle evolutions on the Fourth of July, Bastille Day, and over the funeral cortege of Major Mitchell. Because of the difficulty of retaining the exact formation at great speed, the aviators have been training slowly, and it was not until today that the instructors here decided that the men should retain their unit formation in a long flight. In their other flights they had taken battle formation only over the city, and had flown to and from the field as individual machines.

A few minutes after the eight machines had taken to the air at 8:10 this morning they circled and formed in battle lines, or in the "flying goose" as some of them call it. Then they sailed away with the leader, Lieutenant L. S. Reitenbaugh, in command, and accompanied by Captain A. J. Boyer, a French pilot.

One of the secondary objects of the flight was to enable aerial observers in the planes to pick out sites for landing fields for the New York to Washington aerial mail, so that the machines may have clear places to land when they had engine trouble. The observers were ordered to make maps and photographs during the flight for the postal authorities directing the aerial mail.

Other long flights will be taken in a few days by the Provisional Wings to train them for bombing expeditions, reconnaissance, air fighting and patrol duty, as well as for the proposed Atlantic flight. Some of the other flights may be made in the American-built Caproni and other large planes, while a formation flight

JOHN B. POWELL, JR.



If the old picture could talk Warrenton would be bubbling with laughter, for John has enough originality and merry wit to make a wooden Indian smile. He is now serving Uncle Sam as a member of the 7th, Provisional Flying Squadron, Aviation Section Signal Corps, with headquarters at Raymond, Washington. He is surveying roads thru the Big Spruce Forest there, keeping the lines open for the heavily laden trucks rushing out the Aeroplane timber—roads constantly having to be surveyed and plank roadbeds made to support the heavy trucks, which run on schedule time. He is 23 years old and was of the first six Warren County boys who volunteered for the Spruce production service, leaving home February 19th. John has the happy faculty of enjoying life and he'll make the blues leave any group that congregates. Before going into the service he was the efficient soda puller, joy distributor, and attraction of the Burwell Drug Co. He is a son of Mr. and Mrs. John B. Powell, of this city, and if "good cheer is half the battle" John will win out wherever placed.

SERGEANT C. W. POWELL



Son of Mr. and Mrs. E. L. Powell, of Hawtree, who is doing his bit for home and country as a member of Co. K, 322 Infantry, Camp Sevier. He went into service several months ago and on May 11 won a Sergeantcy. He is a popular boy, a good soldier, and many friends wish him well.

may be made later with the Caproni, the huge Handley-Page bombing machine that aviators from the army fields here are studying now at Elizabeth, N. J., with a squadron of the smaller battleplanes as guards.

Captain Boyer, in command, alternated with American aviators in leading the squadron on the flight today. The Americans who flew were: Lieutenants Reitenbaugh, J. P. Boyd, S. M. Connell, H. C. King, M. B. Kellcher, J. H. Pearson, and H. C. Garratt. All of their machines were American-built and equipped with Liberty motors.

Two other aviators of the Wing unit also left the field for a flight to Rochester, N. Y., in tests of new airplane apparatus, and officers at the field said that they would return tomorrow. They were Lieutenants G. Jones and J. L. Moors. It was reported to the field that one of the men had descended on the Finley J. Shepard estate at Tarrytown, N. Y., and it was learned later that the aviator was Cadet T. N. Miller, who had been forced to the ground by a split propeller while he was on a short practice flight.

Lieutenant C. P. Culver came within three minutes of the aerial mail record between Philadelphia and Belmont Field today, carrying a passenger and 180 pounds of mail in a heavy rain and thunderstorm. The record is 42 minutes, and he flew the ninety miles in 45 minutes.

"ROLL OF OUR FALLEN HEROES"

COUNCIL OF DEFENSE URGES RECORDS KEPT

Boys Who Fall In Battle or Die While in the Service of Country To Be Honored By Memorials.

The North Carolina Council of Defense in addressing a letter to all County Chairmen writes upon a subject near the hearts of all. We take pleasure in publishing Chairman D. H. Hill's letter to County Chairman Walter G. Rogers:

Raleigh, July 19th.

To the County Chairman:

Dear Sir:

In the dreadful fighting in which our soldiers are now taking so gallant a part, many of our North Carolina soldiers will be killed. The Council, of course, is desirous that proper memorials should be kept of these young heroes. It is, therefore, urging that you select a committee of active women and with your assistance have this honor at present accorded the memory of those men who are slain or who die in the service:

Have two dressed and painted white boards hung on your court-house walls—one for the men killed in battle; the other for the men who die in service, whenever a man from your county is slain or dies from wounds, have his name painted on the first of these temporary tablets. If a man dies in service, put his name on the other tablet, or if you prefer, put all the names on one tablet. After the war is over and the sad list completed, these temporary tablets will, we hope be replaced by bronze memorial tablets, as an enduring memorial. These tablets should be headed, "Roll of Heroes."

We are assured that you will give this matter your prompt and careful attention. We can do little to assuage sorrow, but this recognition will show that the State cherishes the memories of its devoted sons.

—W.S.S.—

Robinson-Cawthorne Marriage July 16th

A host of interested friends and relatives of the contracting parties assembled at Zion M. E. Church on Tuesday, July 16, at high noon, to witness the union of Miss Nannie Jerman Robinson and Mr. Wallace Cawthorne, both of Warren county. The sacred vows were administered by Rev. Mr. Merritt of the M. E. Church, and Rev. E. W. Baxter, rector of the Episcopal church of Warrenton.

The church was beautifully decorated in ferns, evergreens, and white flowers, while many candles added softness and beauty to the scene.

A hush fell upon the audience, as Miss Sarah Robinson, accompanied by Mr. Russell Palmer, was escorted to the organ and sweetly sang "Believe Me If All Those Endearing Young Charms". Then as Mrs. J. H. Mayfield, grandmother of the bride, followed Mendelssohn's Wedding March, entered the ushers Messrs. William Stuart, of Middleburg and George Robinson, of Norlina, followed by the bridesmaids Misses Kate White Williams, of Warrenton and Ruth Petar of Ridgeway, Misses Pannie Robinson of Norlina and Mary Cawthorne, of Warren Plains, Misses Annie Robinson, of Littleton and Rebecca Collins of Ridgeway, carrying graceful bouquets of Queen Ann's lace. Next came the groom with his brother Mr. John Cawthorne, of Warren Plains, followed by the maid of honor Miss Nannie Wright Robinson, carrying pink roses, then little Miss Lucy Turner Mayfield, of Estill, S. C., carrying the ring in the heart of a lily. Then on the arm of her uncle Mr. William J. Mayfield, of Camden, S. C., the bride in white crepe de chine, veil and orange blossoms, carrying white bride roses and lilies of the valley.

The happy couple, whose popularity was attested by numerous presents, left on Seaboard train number 4 for Richmond and Washington.