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GERMANS GIVE GROUND ON 150 MILE BATTLE FRONT

30th Division In Advance General March States That 1,600,000 American Soldiers In U. S. Army In France

Washington, Sept. 4.—General March announced today that the total embarkation of American soldiers for all fronts, including the Siberian expedition, had passed the 1,600,000 mark by August 31.

The Chief of Staff identified the American unit which participated in the Flanders advance as the Thirtieth Division, composed of troops from Tennessee, North Carolina and South Carolina.

This is the "Old Hickory" division. In answer to a question, General March said it was estimated that more than 250,000 men had landed in France during August. The record for monthly shipment, he added, was 285,000.

General March did not know who had been assigned by General Pershing to command the Thirtieth Division which went over under Major General Geo. W. Reed, who has since been assigned to command the fourth army corps.

Allies Advance On 150 Mile Front.

With the Allied Armies on Western Front, France., Wednesday, Sept. 4.—The Germans are now giving ground over the entire battle front from Epres to Rheims.

Seemingly the question whether the Germans will be able to hold even relatively their present line from Flanders to Champagne is being answered. And the answer apparently is in the negative.

The strategy of Gen. Foch, which imposed upon the Germans the necessity of falling back in Flanders, Artois and Picardy, now likewise is compelling the enemy to withdraw from the Vesle river between Soissons and Rheims, northward toward the Aisne, in order to avert disaster. Outflanked on all defensive works along the western part of the battle line and in great danger of a turning movement eastward from the regions of Noyons and Soissons, the German high command at last has been forced to begin the retrograde movement in the Soissons-Rheims sector, which the military experts long had predicted would be necessitated through the success of the British, French and American armies.

The climax to the German maneuvers along the Vesle culminated when the French virtually swept away the last remaining portion of the old salient in the region of Noyon and the French and Americans north of Soissons and along the Vesle reached positions dominating the Aisne and the Chemin des Dames and crossed to the north side of the Vesle on a front of nearly twenty miles.

All behind the front toward the Aisne, huge fires are to be seen where the enemy is making his way fast as possible northward, in all probability harassed by outposts of French and American troops and by artillery fire and the machine guns and bombs of the Allied aviators.

While the debacle in the south seems complete, in the north the Germans also are facing a crisis. Everywhere from Peronne to Ypres, Field Marshal Haig's men are keeping hard after the enemy, whose line daily is being bent back further eastward, giving the British better points of vantage from which to work in their task of regaining as their first objectives, St. Quentin, Cambrai, Lille and Armentieres. From Ypres to Lens additional towns have been recaptured and the old salient more nearly reclaimed. Lens, the famous coal city, is said to have been entirely evacuated by the Germans and the British are only awaiting

ing the dissipation of the noxious gas and the rendering of the city safe from the possibility of the detonation of mines in the subterranean coal chambers to enter it.

From Arras southward to Peronne English, Scottish, Welsh, Canadian and Australian troops everywhere are harassing the enemy, meeting his violent machine gun fire with such irresistible pressure that the enemy has been virtually nonplussed and has retired at some points almost precipitately.

Eastward of the old Drocourt-Queant line the enemy has been pushed across to the east bank of the Canal Dunord, where at last accounts he was endeavoring to prevent by the use of innumerable machine guns a British advance over the ditch.

DAY'S WAR NEWS SUMMARY

With the Allied Armies in France, Sept. 3.—From Flanders to Soissons the British, French and American forces are keeping up without cessation their strong offensive tactics against the Germans, who all along the battle front are still giving ground although at certain points not without strong resistance. Seemingly it is the full realization of the peril he is in that now is prompting the enemy to put forth his every effort to avert complete disaster.

Retreating Columns of Germans Cut To Pieces.

Retreating columns of the Germans have been cut to pieces by the British artillery from captured vantage points before which the enemy was compelled to pass unsheltered from the fire of the British gunners. From the region around Arras southward to Peronne the British line has moved forward everywhere since the famous Drocourt-Queant defense line was overwhelmed and left in the rear. Eastward of the Drocourt line the British are nearing the Canal Dunord and Douai, Valenciennes and Cambrai have been further encroached upon by English, Canadian and Australian troops. East of Peronne the British line has been steadily pushed forward. Numerous towns and villages have fallen into the hands of Field Marshal Haig's men, notable among them Queant, at the southern end of the Drocourt-Queant line.

To the south the French along the Canal Dunord are giving the enemy no rest and gradually are blotting out the remaining portion of the salient north of Noyon, while on the Soissons sector the French and Americans now are in control of the entire plateau dominating the Aisne, the Chemin des Dames, and the roads to Laon and La Fere.

In Flanders the British have penetrated the outskirts of Lens, the famous coal mining city in northern France and farther north in the Lys salient have taken Richebourg St. Vaast and established themselves on the line of LaBassee road and between there and Estaires, having captured the last named place. Steenwerck and Wuvverghem also are in the British hands and thus the great salient is virtually wiped out.

Retiring to Their New Switch Line.

Official dispatches say that the region east and southeast of Arras the Germans are retiring to a new switch line running from Brebieres, five miles southeast of Drocourt, southward to Moeuvres, where it joins the Hindenburg line near Graincourt. If this should prove true the new line already seems menaced as Field Marshal Haig's men virtually are upon it at Baralle, three miles north of Moeuvres.

British aviators have carried out an intensive bombing raid on towns in the Rhine Province, dropping large quantities of explosives on Beuhl, Saarbrucken and Ehrang. Heavy damage is said to have been done by the missiles dropped from the low flying planes.

NEWS LETTER FROM H. CO.

SERGT. MILES WRITES OF TRIP ACROSS TO FRANCE

Tells of Life With Local Organization On Other Side; Several Promotions In Company; Men Have Been In Front Line and Says H. Co. Can Stand Anything Which Comes Up.

The following letter to this paper arrived the first of the week and we take pleasure in giving this account of "The Journey Across and H. Co. In France" from the pen of Sergeant Herbert M. Miles, of Warrenton:

"Somewhere In France" August 7, 1918

Dear Editor, Guess you people at home are wondering why some lucky member of H. Company hasn't written of our trip across and where we are stationed at the present time.

Thus I will take this opportunity to describe for the people back home as much of Soldier life as the Censor will permit.

We left the Good Old States filled with the determination to do away with Kaiserism and Kultur. After boarding one of the largest ships I have ever seen, we started on one long and tiresome trip across the Atlantic—the ships complement being twenty one hundred Sammies, including the officers, all full of army life and with the good old American spirit. It was certainly an exciting and lucky trip for us for in the clutch of the sea the old ship rolled as a chip. On anchoring in the harbor of an Atlantic port, we took on coal and provisions for three days, and then steamed out upon the waves. We were provided with one cruiser of our convoy to the delight of all on board. On the eighth morning we rolled from our hammocks at five o'clock the happiest lot of Sammies you people can imagine—because all around our ships there were the most daring boats that were ever constructed and under the care of these American Destroyers we had no fear of the submarine.

On one morning while at sea, we were awakened by a terrible explosion—to the top decks all went with the speed of race horses. Here we found out that one of our destroyers had sent to a watery grave the U. boat which was trying for our transports. On several occasions we encountered the same experience and always the army training stood the test.

On our arrival in England on May 28th, we were glad to touch land once more.

Now we are somewhere near the Boches, I can't say where. Our Company has been in the front line trenches and believe me nothing is too hard for the members of H. Company and the brave boys of Warren—when it comes for us to go "over the top" we go with all the power within us. When coming to the lines, we had several casualties in the Battalion, two or three from H. Company, but none of Warren county.

Before coming to the lines, we were entertained with the great old American game of Baseball. Before the game was over, there was great excitement in the air for American Aviation was doing its stunts. While this was up the interest in the game slackened but soon the aviators went away and H. Company went after the honors of the game. We were playing Company F. and of course, we won with the battery of Coleman Bros. of Warren county. Under the management of Sgt. John Carroll, of High Point, we have a winning team and what it takes to deliver the goods our baseball men have it up their sleeves.

There have been several promotions in H. Company since the arrival "over here." Our Top Sergeant Eric Norfleet, of Roxobel, is taking a special course of instruction for a commission, and our pleasing platoon sergeant Eddie E. Loyd, of Norlina, has taken over the responsible duties of Top Sergeant. One of our responsible men is Sgt. C. T. Kenyon and with the men of Warren and Halifax counties, we have a Company that will outclass any of the Regiment.

After this little scrap is over and once again we are home it will be quite funny to meet an old pal on the street and hear him say, "Oui, Oui

SERGT. HERBERT M. MILES



Serving With H. Co. In France

je compre". It will be the most happy time of our life, you can bet.

I hope the people and friends of Warren county will remember us in their daily prayers.

With good wishes to the folks at home, I am your sincere friend,
HERBERT M. MILES.
W.S.S.

Pathfinders Get Cordial Greeting

With Col. T. D. Peck, Senator Marmaduke Hawkins, Mayor John B. Palmer and Dr. N. M. Morton piloting the Bankhead Pathfinders from Henderson the party Wednesday afternoon called a halt before the Court House in Warrenton where a delegation of its citizens greeted them.

Members of the party were: Col. Benahan Cameron, Director of the Bankhead Highway Association and in charge of the party; W. H. Fallis, State Highway Engineer; C. M. Vanstony, Vice-Chm of the Bankhead Association; J. A. Rountree, Secretary of Bankhead Highway Association; Senator Harry Stubbs of North Carolina; D. M. Winslow, Government Maintenance Engineer, and C. N. Dunning.

After assembling in the Court room Mr. T. D. Peck in the name of the Chamber of Commerce and of Warren county bade the gentlemen welcome. Mr. Peck then called upon Hon. Tasker Polk who also heartily welcomed members of the party.

Col. Cameron was then introduced. He thanked the audience for the organization of a Local Bankhead Association last April and for its votes which helped swing the Commission to the Eastern route at the meeting in Little Rock, Ark. He asked for the continued support of the County and assured Warrenton that it would have a place upon the Norfolk Naval road branch from Raleigh. The road would also pass through Norlina and Col. Cameron urged that both towns pull together for the good of both.

State Highway Engineer Fallis told the audience that if we had built the bridge at Cannon's Ferry that we would be upon the Main line from Washington to Los Angeles. In response to the question of Col. Peck if it was too late now, he stated, "No. The route has been confirmed as to principal cities, but the Government Engineers will seek the most direct route between points; that Raleigh and Richmond had been awarded places on this roadway, and that if the bridge was built and submitted that this route would be taken as the most direct from Richmond to Raleigh."

Secretary Rountree told of the organization of the Bankhead Association 18 months ago. The Highway has a length of 3,500 miles in its stretch from Washington to Los Angeles. The route will be free from ferries and toll bridges its entire length and is expected to be a forty foot concrete and brick highway with grades all under 5 percent. The bill for such construction has already been introduced and five billion dollars is on hand for such construction. The road is primarily a military road touching fourteen cantonment from Washington to the Pacific coast. In conclusion Secretary Rountree stated that the entire State owed a vote of thanks to Col. Cameron for his untiring efforts to secure the Eastern route, in which move he had been ably seconded by Engineer Fallis.

The Norfolk Extension was proposed as a Naval road and is sanctioned by the Association. The adoption of the route through Warrenton was confirmed by the party.

GERMANY SHOULD PAY ENTIRE COST OF WAR

To Do So Would Place No Undue Burden Upon German People; Such A Policy Necessary To Crush Militarism

(By RICHARD H. EDMONDS, Editor Manufacturers Record, Baltimore)

After four years of desperate war against overwhelming odds, never able to increase its armies to more than about one-fourth of the opposing armies, the Confederacy collapsed, and Grant marched victoriously into Richmond. During that four years of struggle the South was completely cut off from all intercourse with the outside world by sea, as well as from the north and west by land. It was shut up to itself and within itself; it had made no preparation for war; it had to create over night a government and an army and a fiscal system; it had to create the industries needed for the making of war supplies—practically from the foundation up. Every port from the Chesapeake Bay to the border line of Mexico was blockaded.

For four years, despite these apparently insurmountable obstacles, the South with an army of about 600,000 as the total number engaged during the war fought against armies four times as great in number, backed by the tremendous resources in money, in foodstuffs, in munition-making facilities of the Union, which had the commerce of the world open to it. Moreover, the sentiment of a large part of the world was in favor of the Union because civilization had decreed the death of slavery, and slavery though not the main issue, was one of the potent issues involved.

When the war ended the South had lost all of the capital which it had invested in slavery, just as other sections had invested their wealth in stocks and bonds. For four years it had been drained to maintain its armies, until there was nothing left but a hollow shell, which crumbled to pieces when once the "far-flung battle line" of a thin gray streak, from Virginia to Texas, gave way.

In this struggle the South lost all that had been invested in slavery and in the creation of a system of labor upon which its prosperity had in time past been based. It lost every dollar issued by the Confederate Government and during four years for the carrying on of the war and for all the trade which went on at home. Not a vestige of capital invested in Confederate money or bonds or slaves was left as a basis for credit, or as a starting point on which to rebuild. This great section was bankrupt beyond the power of words to express; its whole system had been disorganized; most of its manufacturing plants had been destroyed; its railroads were but thin streaks of rust; its livestock had been so completely used up to feed the armies that it was nearly fifty years after the close of the war before the livestock of the South equalled in number what the South had in 1860, and even today the number of sheep in the central South is far less than it was at the beginning of the Civil War.

Notwithstanding this indescribably desperate situation, the South immediately began to contribute its full proportion of the hundreds of millions, which have since run into billions and billions, of pensions to the soldiers of the North, without, of course, a single dollar of pension to its own soldiers, until after many years, individual States took up in part the pensioning of the few remaining Confederate veterans.

Heroically, as all Anglo-Saxons meet such situations, the South asked no favors, it sought no pensions, it never asked that the money issued to its people should be redeemed.

This brief statement of what the South suffered, of its terrific losses, of its incomprehensible poverty, utterly incomprehensible to anyone who did not live in that section during the long years of struggle in which its people sought to provide for immediate needs is given here merely as the background for a discussion of why America and our Allies should feel no hesitation whatever, from any false sense of pity, in imposing the heaviest penalties upon Germany.

Is it conceivable that we should permit the \$30,000,000,000 or more of bonds which the German people have gleefully taken because they expected that success would redeem these bonds and give them enormous financial profit by looting the world, to be made good by Germany, while Belgium and France and Serbia and Italy and England have had to bear the tremendous loss in lives and in money for keeping these burglars, these looters, these murderers, these destroyers of womanhood and childhood, from overrunning the world?

It would be unspeakably folly for the Allies to permit this at least until Germany has paid the last farthing of the cost of the war to our European Allies and to America.

Moreover, the criminal should be made to pay to the families of every soldier killed in defense of civilization a financial remuneration, and also to every permanently invalidated in the struggle of civilization against barbarism.

To all of this should be added an indemnity sufficient to restore all property destroyed by Germany, and to repay every dollar spent by America and its Allies in this great struggle.

These terms are not harsh, when considered in the light of the fearful crimes committed by Germany in this long-planned war for world domination and world looting.

Even if every suggestion here made should be enforced to the letter, the financial condition of the German people would be far better than was the condition of the South in 1865.

Within fifty years after the war the South rose from the depths of poverty, from overwhelming ruin and wreck to triumphant prosperity, and at the end of the first half century after the close of the Civil War the agricultural and manufacturing output of the South and the banking capital of this section, and the amount expended on public school education, far exceeded the total of the entire country in 1880, though the population of the whole country at that time exceeded by 17,000,000 the population of the South in 1880.

No one has charged the United States with having dealt unfairly or dishonorably with the conquered South; no one ever thought that the country should redeem the bonds and the money issued by the South for the carrying on of the war, and though it seemed a great hardship upon a section stricken to desperate poverty, as was the South, that it should be taxed toward the payment of the pensions for the men who fought against it, yet there was never any aggressive agitation against this hardship.

The South, though it had fought a long and desperate war for what it believed to be a sacred constitutional right, accepted the decision of the sword and never cringingly struggled against bearing its burden.

The South fought its war in the highest form of civilized warfare, typified in that superb order of General Lee, when he invaded Pennsylvania, in which he warned his soldiers against any violation of the laws of civilized warfare, and required them to protect life and property of non-combatants, for said he: "We do not war upon women or children or unarmed men."

As against this struggle of the South to maintain a principle, which it regarded as a constitutional right, guaranteed from the foundation of our Government, with this civilized method of warfare, where the highest of honor prevailed, there is a contrast as wide as the distance between Heaven and Hell, compared with the war Germany has made.

Germany's war was for no principle; it is a definite, prearranged and predetermined war for the express purpose of conquering and looting the world.

It is the most unholiest war known to mankind. Its barbarism has been the penalties upon Germany.

(Continued On Fourth Page)