

Plymouth May Become Pick-Up Point for Air Mail

Town Is Included on Proposed New Feeder Line from Norfolk To Greensboro; Detail of Plan

Is Not Necessary For Plane to Land To Pick Up Mail

Two Routes Now in Daily Operation in Middle Atlantic States

Plymouth would be included as one of the pick-up points on a new air-mail route under a tentative plan for the establishment of several pick-up feeder lines in the Norfolk area, similar to those now operating in Pennsylvania, West Virginia, Ohio and Delaware.

The plan has been developed by Richard C. du Pont, of Wilmington, Del., in connection with a program for the creation of a national air feeder system which he recently submitted to the Post Office Department and the Civil Aeronautics Society. The proposal that Plymouth be included as one of the pick-up points is now being studied by Postmaster George W. Hardison here, and it is likely that his recommendation will largely determine whether or not the service is to be established here.

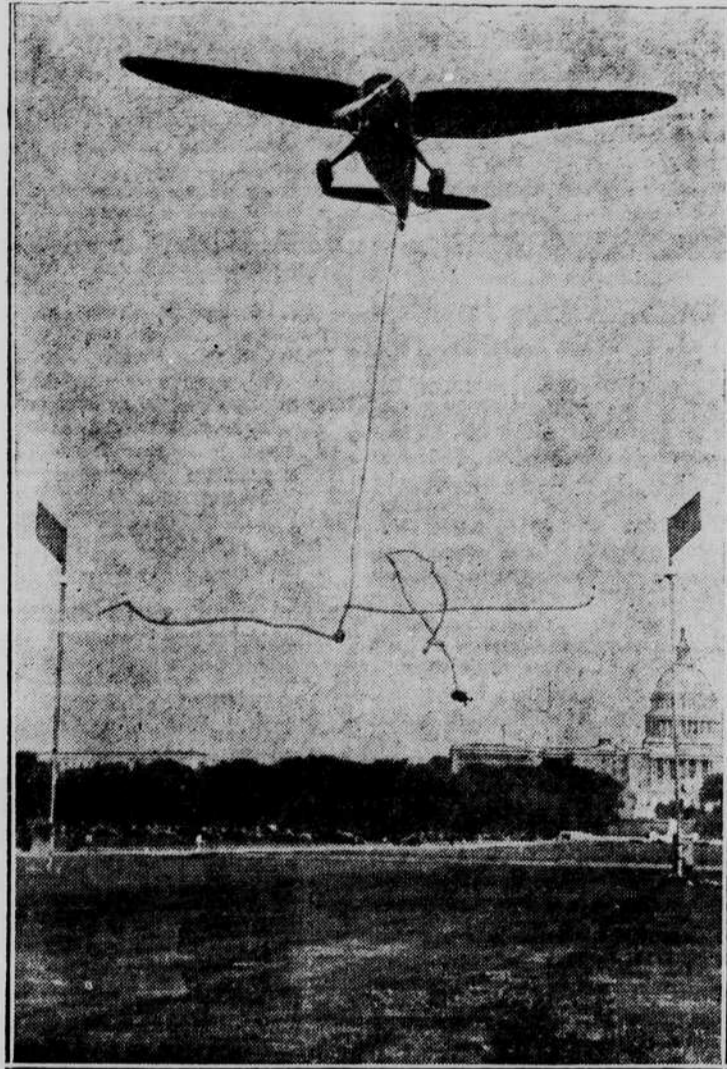
Pick-up points on the proposed Greensboro to Norfolk, Va., route would be as follows, under the plan submitted: Burlington, Durham, Henderson, Rocky Mount, Tarboro, Wilson, Greenville, Washington, Belhaven, Plymouth, Edenton, Elizabeth City and Suffolk.

du Pont is president of All American Aviation, Inc., the company that operates the present air pick-up routes over which the merit of the unique method of collecting and delivering mail in flight has been demonstrated in scheduled operations. He also is president of the Soaring Society of America and formerly held the world's distance and altitude records for sailplanes.

Establishment of a national feeder system to meet the growing demand throughout the country for direct air service will be the next big step in commercial aviation, du Pont said, adding:

"Beyond the orbit of the present airways in what might be called the

HOW AIR MAIL COULD BE HANDLED HERE



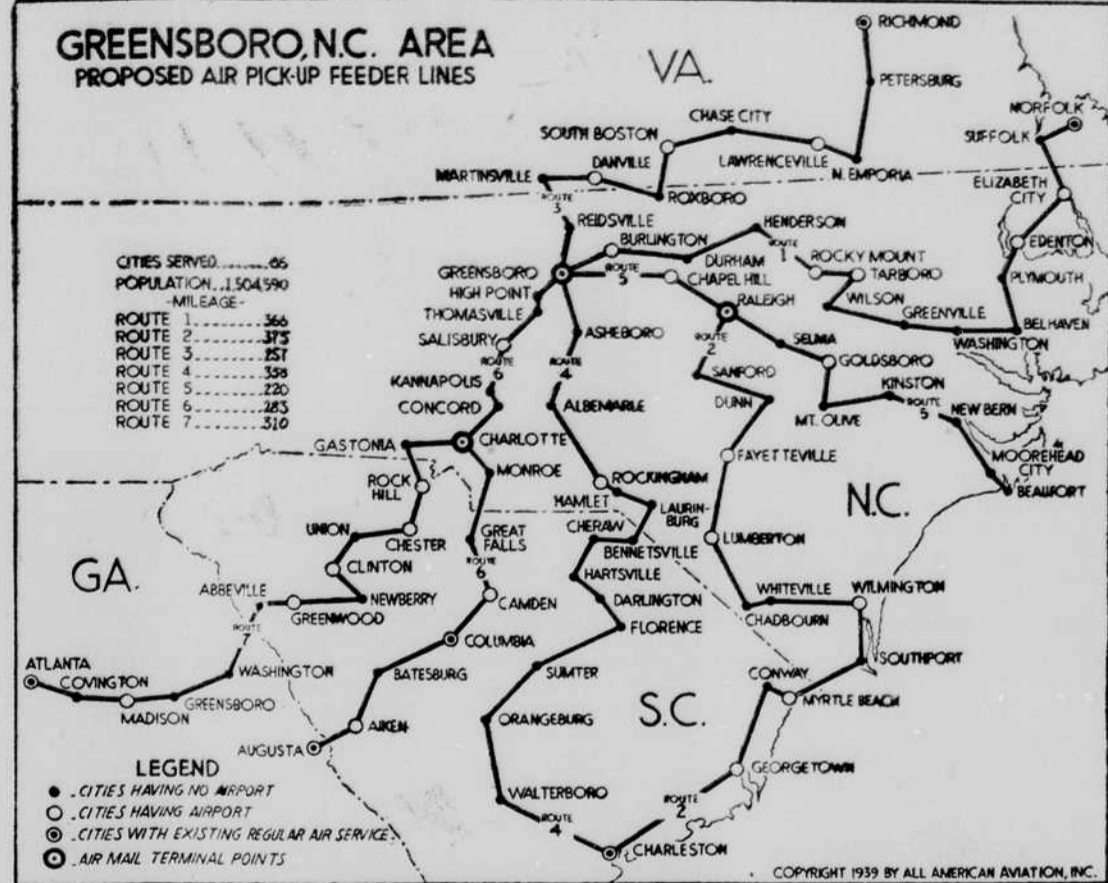
This picture shows an airplane making a pick-up and delivery in front of the U. S. Capitol in a demonstration of new service at the recent national convention of postmasters in Washington, D. C. Two routes using this system are now in daily operation in 58 cities in Pennsylvania, West Virginia, Ohio and Delaware.

twilight zone of our air transportation system, for thousands of important and progressive cities which are anxiously seeking direct air service and are entitled to it. The next great expansion of commercial aviation lies beyond this frontier.

"The development of an adequate air feeder system to tap this rich ter-

ritory does not simply mean the creation of new air lines that will serve only the more populous centers. It means a comprehensive system whereby every community in the country regardless of size, geography, proximity to one another or airport facilities, may have the opportunity of being on an airway. This can now be

AREA TO BE SERVED BY AIR PICK-UP FEEDER LINES



The above map shows the proposed air-mail pick-up points on the feeder line now under consideration between Norfolk, Va., and Greensboro, N. C. Proponents of the plan believe it will serve to bring the advantages of rapid air-mail service home to the thousands of people who live in smaller towns not served by the established air-mail routes. As will be seen on this map, Plymouth is one of the proposed pick-up points being considered.

effectively accomplished through the air pick-up, which has been aptly described as the 'Airway to Everywhere.'

"Everyone, regardless of where they live or whether they use the airmail, is making a contribution to its support and now that a practical and economical means of providing this service is available depriving them of its full advantage is manifestly unfair."

The du Pont air feeder program contemplates the establishment of air pick-up lines around the country's principal air terminals through which they would be integrated with the national air transportation system.

Citing the benefits of such a system, he said:

"Over a feeder network of this kind that was properly coordinated with the trunk lines, mail and express could move to and from any point in the United States in less than 24 hours. Such a system providing such a service would stimulate the use of the airmail to such a tremendous extent that there is little

doubt that it would be self-sustaining within a short time."

Since the program was submitted to the government, inquiries have been received from communities throughout the country as to how they would fit into such a system, and requesting information on the establishment of air pick-up lines in their localities, with the result that an effort has been made to demonstrate how the system would function by mapping out sample feeder lines around different air terminals, and this area was among those selected for this purpose.

"This work has been undertaken," du Pont explained, "simply to show how the prospective cities and towns in these areas could be connected through the Air Pick-up national air transportation system giving them the advantages that are now reserved chiefly to larger communities."

"The routes that have been laid out should not be considered as affording the best plan for serving the communities on it, or that the service should be limited to these communities.

ities have been selected for these projected routes which do not want air service or have no need for it because present transportation facilities may be adequate. Undoubtedly, there have been omitted many intermediate communities which want a service and have a genuine need for it.

"These details can be worked out properly only through a careful survey of local needs and conditions. The point is that the air pick-up system is so flexible that it can easily be adapted to meet the air transportation requirements of any area."

du Pont said that his company is not planning to establish air pick-up routes in this area. Its policy here stated is to encourage their development through existing air lines or through local enterprise in the area where the service is desired.

Discussing the air feeder problem, du Pont said:

"Air transportation in this country has been developed almost exclusively as a utility for our large metropolitan centers. This program has given us the finest planes and the best air transport system in the world, and the tremendous and constantly increasing traffic is a vindication of its economic soundness.

"A notorious weakness, however, has been its almost complete neglect of the development of supplemental or feeder lines which are an essential adjunct of an efficient transportation system.

"From the standpoint of serving the public, these facts alone emphasize the deficiency of our air transportation system.

"If this effort is delayed, discouragement will prevail among these cities, their airport investments will be lost, the runways will go back to weeds, and the prestige will suffer immeasurably."

The important relationship of the feeder program to the Government pilot training program, was emphasized by du Pont. The establishment of a national feeder system, he said, would make it possible to employ hundreds of Government-trained pilots each year.

"In setting up routes for permanent operations a number of factors must be considered to ensure maximum service to each community such as the normal flow of business between communities on the route and to nearby metropolitan cities, local sentiment for direct air service and whether or not the prospective patronage would justify the service economically.

"It is realized that many commun-

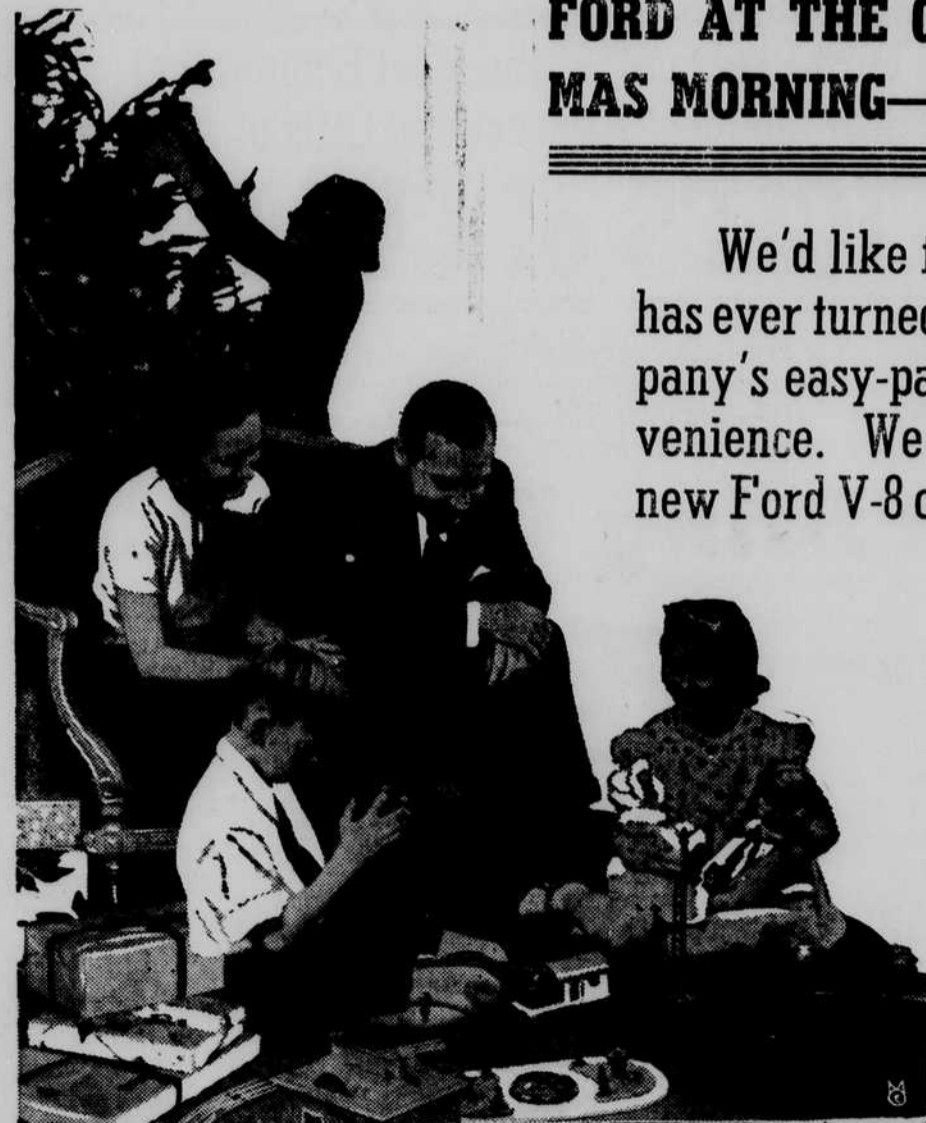
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all of the personal property belonging to the estate of Mrs. Irene Litchfield, including mules, hogs, farm equipment and household and kitchen furniture. Sale to be held at the old home place on December 29, 1939, starting at 9 o'clock A. M.

Roy L. Litchfield . . . Administrator

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