TUESDAY, MAY 29, 1917

THE REVIEW: REIDSVILLE, N. C.



WILL EMPLOY FISHERMEN COFFIN HEADS THE BOARD DIVIDED INTO 366 TRAINS BONDS ARE NONTAXABLE

There Are Two Kinds, One Payable to the Bearer and the Registered Bonde. It is a Patriotic Service That Every One Should Render to the Nation, Government Officials Say.

A liberty loan bond is a solemn promise of the United States to pay at maturity the amount of the bond to the holder thereof and to pay interest semiannually each year from the date of the issuance of the bond until it is fully and finally paid.

The faith and honor of the United States, backed by all of the resources of the nation and the American people, are the security. A liberty loan bond is a mortgage on all the resources and taxing powers of the government and all of the resources of the American people.

There are two kinds of liberty loan bonds. Bearer bonds are to be issued in denominations of \$50, \$100, \$500 and \$1,000. These bearer bonds, which are made payable to bearer, have interest coupons attached, which are detached by the holder when the interest installments they represent are due and can be cashed at any bank the same as a United States treasury note.

Registered bonds are to be issued, which are registered as to both principal and interest, in denominations of \$100, \$500, \$1,000, \$5,000, \$10,000, \$50,-000 and \$100,000. Checks for the amount of interest due will be mailed out semiannually to the holders of these registered bonds

Terms of a Liberty Loan Bond.

Liberty loan bonds of the first issue of \$2,000,000,000 are to bear date of years, except that the government reserves the right to pay them fifteen years after date. If this right is not exercised by the government fifteen years from date the bonds will run the full thirty years.

These bonds bear interest at 31/2 per of December and the 15th day of June in each year.

One especial advantage no other bonds, national, state, municipal or corporate, have is that if the United States during the continuance of this war shall issue other bonds at a higher rate of interest the holders of these bonds have the right to exchange their liberty bonds for bonds bearing the higher rate of interest, dollar for dollar

They are nontaxable. If your city. county and state taxes are 3 mills on the dollar, a not unusual tax, these Because of Familiarity With Bays and Inlets They Will Be Employed For Defense Against Submarines-Number of Enrolled Boats Is Now 1,800 en Atlantic Coast.

A call has been sent out by Rear Admiral Usher, commandant of the Brooklyn navy yard, for volunteers from among the crews of fishing boats that operate along the Atlantic coast to join the sea wasp patrol squadron in defense of the American coast against German submarines.

An opportunity will be afforded the dshermen to capture bigger fish in defense of their country than have ever been entangled in nets or taken by balt and line. The fishermen who are acquainted with every inlet and bay along the coast will be among the most valuable men recruited for the coast defense.

Enrollment in the coast defense arm is going on at the Brooklyn navy yard under Captain Patten, Rear Admiral Usher's aide. From the energetic measures taken to get the 10,000 men and 1,000 patrol boats required to protect the coast of the Third naval division, which extends from Montauk to Barnegat and embraces New York. it appears that the vigorous appeal by Assistant Secretary of the Navy Roosevelt recently made before the New York Yacht club was the result of a victory within the navy administration for the progressive element.

Urgency of Call.

In spite of the naval militia cruise last fall and the enrolling of motorboat owners little had actually been June 15, 1917, and to run for thirty done to organize the sea wasp defense. Many private yachtsmen and motorboat owners are now preparing in response to Mr. Roosevelt's appeal to put their craft into commission at once. The measures being taken reveal an entirely different attitude on the part of the navy administration from that cent per annum, and the interest is of a few weeks ago, when motorboat payable semiannually, on the 15th day organizations that appealed to the government for instructions as to what to do were told that they would not be needed for the present, but should hold themselves in readiness for a call from the government.

Officers of the civilian motorboat owners' organizations say that practically every yachtsman in the New York district has already enrolled himself or signified his intention to do so. To the same extent the power boat men have agreed to turn over their boats to the government in one of three ways. It is said that scores of

Plans to Send a Constant Stream of Trained Aviators to Aid Our Allies. Six Engineering Schools Have Added Aviation to Their Courses of Instruction.

The Council of National Defense has announced the creation of an aircraft production board, to be headed by Howard E. Coffin.

This step, according to Mr. Coffin, marks the completion of plans to turn out in American factories about 3,500 air machines this year and double the output next year. They will include both training and battle types. The establishment of schools and training fields is also planned, with sufficient capacity not only to man these machines, but to supply a constant stream of aviators and mechanics to the American forces in Europe. This means the education of 6,000 aviators this year.

Under the auspices of six of the na tion's leading engineering schools cadets are already under preliminary training for the American military air service, and negotiations for three of the nine training fields now contemplated have been approved by the war department. Their preparation will begin immediately.

Won't Purchase Abroad.

Negotiations on contracts for aeroplanes are under way, and some necessary orders have already been placed. The United States will not buy aireraft abroad.

The aircraft production board will act in the closest co-operation with the war and navy departments, especially with the recently created joint army and navy board on design and specifi cations.

To Urge Co-operation.

The general function of the aircraft production board, according to Mr. Coffin, will be to bring manufacturers together and help make their resources available to the government and assist in stimulating the production of better types and greater quantities of air machines.

"We have been in constant touch for weeks with the aircraft manufacturers on the problem of quality production of machines," Mr. Coffin said, "and the government authorities are already signing contracts for as many machines as our present appropriation permits. The United States can depend on a minimum of 3,500 aircraft of all types the first year if congress authorizes us to proceed. The program we now have in mind would provide for both training and combat machines. How the Roads Are Preparing to Assist Government In the Movement of Soldiers-Transportation Experts Asof Supplies.

To move one field army of \$0,000 men, consisting of three infantry divisions, one cavalry division and a brigade, technically known as a brigade of field army troops-troops auxillary to the infantry and cavalry divisionsrequires a total of 6,229 cars made up into 366 trains with as many locomotives.

This information is contained in a bulletin issued by the special committee on national defense of the American Railway association for distribution to the railroads of the country. The figures were compiled by Licuten. quartermaster corps, U. S. A.

These 6,229 cars would be made up box, 1,899 stock and 775 flat cars.

This quantity of equipment represents .7 of 1 per cent of the locomotives owned by Acerican railroads, 4.2 per cent of their passenger cars and .2 of 1 per cent of their freight equipment.

Raffroad equipment required to move various organizations of the army at war strength is as follows:

Infantry regiment-55 officers, 1,890 men, 177 animals, 22 vehicles; cars required, 48 passenger cars, 5 baggage cars; total, 170 cars. Artillery regiment, horse-45 officers, 1,173 men, 1,571 animals, 35 vehicles, 24 guns; cars required, 34 passenger cars, 10 baggage cars, 25 box cars, 78 stock cars, 47 flat cars; total, 194 cars. Artillery regiment, mountain-45 officers, 1,150 men, 1,229 animals, 24 guns; cars required, 30 passenger cars, 7 baggage cars, 30 box cars, 61 stock cars; total, 124 cars. Engineers, ploneer battalion vehicles; cars required, 14 passenger the Isiah Stewart Place. cars, 2 baggage cars, 10 box cars, 8 stock cars, 4 flat cars; total, 38 cars. Signal corps, field battalion-9 officers,

Requirements For Various Units.

LAND SALE cars, 15 box cars, 9 stock cars, 8 flat or Court, in order to make assets to pay gondola cars; total, 85 cars. Cavalry debts of the estate of Anthony Johnregiment-54 officers, 1,284 men, 1,436 (con, deceased, I will sell for cash to animals, 26 vehicles; cars required, 36 the highest bidder, at public auction passenger cars, S baggage cars, 25 box in the Town of Reidsville; at the Concars, 72 stock cars, 9 open cars; total, federate Monument, at 2 O'CLOCK 150 cars. Artillery regiment, light- P. M. ON JUNE 30TH, 1917 subject 45 officers, 1,170 men, 1,157 animals, 32 to the confirmation of Court, a tract vehicles, 24 guns; cars required, 32 ot land, situated in Ruffin Township, passenger cars, 9 baggage cars, 25 box on the Ridge Road, adjoining the cars, 58 stock cars, 46 flat cars, 46 open lands of William French, deceased, -16 officers, 502 men, 165 animals, 12 ing 20 acres, more or less, known as This May 24th, 1917.

LAND SALE

Under the Power of the Sale con- State of North Carolina. tained in a Deed of Trust of date Jan- Rockingham County. uary the 29, 1916, by R. L. Bradsher and H. L. Bradsher and wife Nettie Bradsher, and duly recorded in the office of Register of Deeds in Book 182, page 478, the terms of which have not been complied with, I shall, at the Court House door in Wentworth, on MONDAY, JULY, 2, 1917, sell to the

highest bidder, the following land, situated in Rockingham county, New Bethel Township:

ONE TRACT beginning at a stone, corner of lot No. 1, thence West crossing the Branch 50½ poles to a White Oak, corner of lot No. 1; thence S. 41 poles to a stone in the Old Field, the corner of lot No. 1; thence West 95 poles to a chestnut in the original

line; thence South on said line 43 sist the Quartermaster in Shipment poles to pointers, Robert Cummings corner; thence East on his line 88 poles to White Oak Sapling, M. P. Cummings' corner; thence East 561/2 poles to a hickory in M. P. Cummings' line; thence North 82 poles to the beginning, and containing 51 acres, more or less. See Book Third P., page 115.

AND ANOTHER tract beginning at White Oak in the William Scott line, South 108 poles to a Stone; thence West, crossing a branch of Haw River 50½ poles to a Black Oak, corner of lot No. 2; thence South 41 poles to a stone, corner lot No. 2; thence West 95 poles to chestnut, another ant Colonel Chauncey B. Baker of the corner of lot No. 2 in the original line; North on said line 22 poles to Post Oak; thence West 4 poles to of 2,115 passenger, 385 baggage, 1,055 Black Oak; thende North 127 poles to the beginning and containing 1221/2 acres, more or less. See Book Third N., page 178. The part of this last named tract advertised for sale bing an undivided half interest therein

This May 24, 1917. H. R. SCOTT, Trustee

Under an order of the Superior J. R. Wall, W. K. Davis and others. Beginning at a poplar W. K. Davis and J. D. French's corner; thence North 100 poles to the Ridge Road; thence with said Ridge Road South 83d. West 24 poles; thence South 52d West 40 poles to a stone in Mrs. William French's Dower line; thence with hier line South 40d East 861/2 poles to the beginning, and contain-

W. R. FRENCH, Admr. of Anthony Johnson, Deceased.

NOTICE OF ACTION B. M. Cahill, Guardian of W. M. Lewis, lunatic, Annie L. Burton and husband, John A. Burton; Kate L. Cahill and husband B. M. Cahill,

NOTICE

N. B. Lewis; Robert Lewis and wife, -- Lewis; Mary Sue Walker and husband, E. K. Lewis; Mrs. Mamie Lewis; Lenoir Lewis and Delva Lewis, the last two infants, and their guardian M. P. Black.

The above entitled action is a Special Proceeding, instituted and now pending in the Superior Court of Rockingham County before J. T. Smith, Clerk of said Court, the Summons having been issued on the 9th day of May, 1917, and is returnable at his office in Wentworth at eleven o'clock on Monday, the 11th day of June, 1917 in which the Defendants are interested; the purpose of said suit being to procure on Order of Court for the sale of all the tract of land owned by the Plaintiffs Ward, W. M. Lewis, and known as Valley Field. which has heretofore not been sold, situated in said county of Rockingham; the proceeds thereof to be applied and invested under the direction of the Court as provided by Statute: the sale being asked to be made for the reason that at the price offered it is to the best interest of the Ward, and all others interested in the land presently or prospectively, that the sale be made. And let the Defendants and each and all of them notice that they are required to appear at the time and the place above mentioned, and answer or demute to the petition in this cause, or the Plaintiffs will apply to the Court for the relief demanded therein. The balance of the tract, being now 398.19 acres, more or less, and there being an ocer for the same from J. R. Caffey, Esq. for \$9,500.00. Witness my hand and official seal in

Wentworth this the 11th day of May, 1917. JAS. T. SMITH.

C'erk Superior Court of Rockingham County.

NOTICE.

North Carolina Rockingham County Town of Reidsville-

The undersigned Mayor and Board of Commissioners of the Town of Reidsville hereby give notice of the completion of the assessment roll of the property owners abutting on Main Street, Lindsey Street and a part of Gilmer Street.

Pursuant to proper resolutions heretofore passed by the Board, Main Street, beginning at Dr. J. W. Mc-Genee's corner at the intersection of Morehead Street running South to the Southern corner of Dr. M. P. Cummings' lot was created a local imprevemient district, and Lindsey Street beginning at the corner of th intersection of Lindsey street and Main street at J. N. Watt's corner and running West to the intersection of Lindsey street with Vance and Virginia streets was created a local improvement district, and Gilmer street beginning at Main street and running East to Scales street was created a local improvement district. And pursuant to said resolutions the said stneets have been paved and assessments have been duly made and assessment roll completed and filed in the office of the Clerk of the Town of Reidsville, and the same is now subject to inspection by all parties interested. All parties owning property abutting on said streets so paved and improved are hereby notified that a meeting of the Mayor and Board of Commissioners of the Town of Reidsville will be held at the Town Hall in the said Town on the 8th day of June, 1917, at 2 o'clock p. m., for the hearing of any allegations and objections in respect to special assessment against the property abutting on said streets.

Superior Court

Before the Clark

bonds are equivalent to ordinary corporate bonds or other investments bearing 61/2 per cent.

In addition, no federal tax which war conditions may later make necessary will affect these bonds. The only tax these bonds are subject to is the inheritance tax, which applies to all property of all kinds whatsoever.

How Are Liberty Bonds Obtained?

Blank forms of application for the purchase of these bonds can be obtained from the treasury department, any Federal Reserve bank, any national. state or private bank, any express office and any postoffice in the United tant to co-operate and who are now States. Any bank or postmaster will redoubling their efforts in response to aid applicant in filling out his blank and the other acts necessary to obtain these bonds.

It is not necessary to advertise these bonds to sell the whole issue, but it is cornestly desired that this loan shall be a popular loan, a loan by and from the people at large of the United States and not alone from banks, trust com panies and financiers. To that end bonds are to be issued of small denominations, and subscribers for small amounts are to be supplied before the subscribers for large amounts are granted their full subscription.

Every American who subscribes to the justice of the course of the United coast defense today is of interest. Ac. States in entering and conducting the war we are now engaged in should subscribe to the liberty loan bond issue to the extent of his or her financial ability.

Every American who subscribes to the bellef that an American should stand by his or her country should subscribe to the liberty loan bond issue.

Every American who loves America and is jealous of America's honor should subscribe to the liberty loan bond issue. The real success of the loan is to be more determined by the number of Americans participating in it than by the amount subscribed. The spirit of the nation is going to be judg- with the sea wasps would give a total ed abroad, especially by our enemies. more by the number of its American men and women who support this bond issue than by the mere amount of money subscribed.

The \$5,000,000,000 bond issue of this year is named "the liberty loan of 1917" because it is to be a loan from a free people to be used in freeing the four hours if properly armed. world.

It is the loan of a liberty loving people to be devoted to the establishment of liberty in Europe and on the high

It is the loan of the great democracy of the new world to redress the wrongs and support the cause of the democracy of the old.

well to do yachtsmen in the New York and Newport districts have prepared to turn their boats over to the government absolutely free of charge. Many owners have agreed to sell at half the value of their craft.

The naval coast defense forces are at present under the commandants of the naval stations at Boston, Newport, New York, Philadelphia, Norfolk. Charleston, Key West. New Orleans. Chicago, San Francisco and Seattle. Civilians whe have devoted themselves to the cose defense problem while the navy administration has been reluc-Mr. Roosevelt's appeal regret that the forces have not for the sake of efficiency been organized under a central co-ordinating bureau.

Eighteen Hundred Boats Enrolled.

There are 1,800 motorboats on the Atlantic coast enrolled in the civilian coast defense organization. Only a small proportion of these would be adequate for the heavy work to be done outside rivers and harbors. The work already done will count vastly in the long run, but in the light of Mr. Roosevelt's declaration that the sea wasps may be needed at any minute the actual condition of the motorboat cording to prominent civilians interested in organizing this branch of the naval defense there is just one boat in the New York district that is now ready for duty. That is the Chingachcook, patrol boat No. 10, at the Brookiyn navy yard. This boat is a sister to the many boats built by a Greenport (N. Y.) shipbuilding firm for the Russian government.

The Chingachcook is now equipped with a three pound gun aft and a machine gun forward. The machine gun is one of the old style and fizzled last year when tried in maneuvers.

A census of the men on the Atlantic coast adequately trained for service of thirty-five. These men got their experience in last year's maneuvers and could man three or four boats if the boats were available today. These thirty-five men are all enrolled in the Newport coast defense division. This division has twelve fast boats that

could go into service within twenty-

Will Go Easy Next Time.

While emphasizing a point during a conversation with a party of friends at the engine house at Orange, N. J., Charles E. Lane, chief of the fire deone of the bones in his hand.

Engine Chief Problem.

"Only a few American manufacturers are in a position to handle large contracts, but European orders for training machines within the last two years have helped in some measure to overcome a tremendous disadvantage existing at the beginning of the war. In building battle planes the engine is the chief problem. American manufacturers are now conducting successful experiments with both new and foreign types, and we are confident that we shall be able to develop within the year the manufacture of motors of sufficient power and endurance for use at the front.

"Arrangements have been made with British and Canadian officers to standardize the training machine in use in Great Britain, Canada and the United States, so that machines can be distributed impartially and without difficulty among the three nations.

Observers Visit Canada.

"The country has made progress in developing aviators. Last month a group of army officers visited the training camp of the royal flying corps at Borden. Ont., one of the four camps established in Canada, and the aviation school at Toronto, where cadets are trained under military discipline for the service. In these schools there has been incorporated the latest European experience in the development of this new art of the air.

"Our officers were deeply impressed with their observations, and as a result we called together here the heads of six prominent engineering schools. which also have military training, and made plans to establish a similar system in the United States. The six Institutions are the Universities of Callfornia, Texas, Illinois and Ohio, Massachusetts Institute of Technology and Cornell university. Three technical instructors from each of these places were sent to Toronto. They returned on May 8, after a comprehensive study of the course given there, prepared to teach it themselves. On May 10 these six engineering schools opened similar cadet aviation schools at their respective institutious."

Got a Puncture and Lost.

A Roselle (N. J.) father told two sons the one who got to recruiting station fbree miles away first could enlist. They raced on bleycles until one got a puncture and lost.

Another Spring Drive. War on mustaches begun by Hobopartment, brought his hand down upon ken health department, and city em-a table with such force as to fracture ployees are asked to set a good example by ascriftelog theirs first.

required, 6 passenger cars, 2 baggage cars, 5 box cars, 10 stock cars, 5 flat cars; total, 28 cars,

171 men, 226 animals, 15 vehicles; cars

The preparations for war as made by the government and the railroads have been worked out along the lines largely developed by Lieutenant Colonel Chauncey B. Baker of the quartermaster corps, who for a number of years has made an exhaustive study of military transportation. He has been in charge of transportation for the quartermaster general from 1902 till 1906 and from 1912 to the present time.

Experts With Each Department. As agreed upon by the railroads and the military authorities, representatives of the American Railway assoclation from the operating, motive power, traffic and operating departments of roads designated by the special committee of national defense of the American Rallway association will be located in the office of the quartermaster general, at each department headquarters, at each mobilization point, at each concentration point and at each strategic point at which troops line 62 poles to a black gum; thence are to be assembled. Other inspectors West with said Smith's line 80 poles or representatives will be designated to pointers; thence South 120 poles to as may be required to facilitate the coa red oak in John T. Smith's line; operation between the transportation thence West with John T. Smith and lines and the military service, and as Henry S. Kallam 67 poles to pointers the needs of the service may indicate. in Winston Kallam's line: and con The railroads' special committee on taining 125 acres, more or less. national defense has advised the car-This the 19th day of April, 1917. riers that officers for the above service "should be chosen from a class of men who will be broad minded and temperamentally men of such character as would take a broad view of transportation in movements of troops North Carolina and supplies. They should wholly di-Rockingham County vest themselves of any disposition to work for or in favor of any particular transportation line, but should apply themselves solely to the solution of the transportation problem in the man Frances Harrelson Meade ner most satisfactory to the govern ment and in such fashion as can be

most effectively executed by the railways. They are assigned to this duty as transportation experts and will as sist the quartermaster, with whom they are serving, not only in the transportation of troops, but in any other matter pertaining to transportation in which their assistance may be re-

The power of gasoline is generally rated by the distance it will propal an autorobile. But the same energy, if directed to other and more fariel ruppoces, will milk 300 cows, hals four tons of hay, mix 35 cubic ya 1; of sement, plough three-fifths of an zere of ground, or it will generate enough electricity to light a large farm house for 30 hours .- Popular Science Monthly.

LAND SALE.

Under the Power of Sale contained in a Deed of Trust executed to me by B. D. Kallam and wife Lelia A. Kal lam of date December the 27th. 1912, and recorded in the office of the Register of Deeds, in Book 170, page 513, the terms of which have not been complied with, I shall at the Court House door in Wentworth at noon, on MONDAY, THE 28TH DAY OF MAY, 1917, sell for cash to the highest bidder, a certain tract of land in Price Township, adjoining the lands of William Smith, Thomas R. Pratt, Sal lie Rakestraw, J. W. Grogan and oth crs: Beginning at an ash; thence North 10d East with G. McDonald and others 132 poles to pointers in David Aallam's line; thence with his line North 80d East to a rock in said Kal lam's line 41 poles; thence South with Nancy and Mary Kallam's line 67 poles to a post stump; thence East with said line to a red oak \$4 poles thence South with William Smith's

H. R. SCOTT, Trustee.

NOTICE

NOTICE OF SUMMONS

VS

J. J. Meade

Any person failing to appear at this time and make objection to the special assessment will have this notice. pleaded in bar of their right to obe ject to such assessment hereafter.

This the 23rd day of May, 1917. M. P. CUMMINGS, Mayor

J. E. SMITH, JNO. F. SCOTT. G. E. CRUTCHFIELD, J. W. McGEHEE, J. E. AMOS, Commissioners,

A. Wilkinson, Clerk. In the Superior Court May Term, 1917

The above named defendant, J. J. ingham County, North Carolina en Monday, the 18th day of June, 1917, and answer or demur to the complaint The Woman's Tonio filed herein, or the relief asked for and Witness my hand this the 17th day Sold Everywher JAS. T. SMITH, Clerk of the Superior Court name title was ad month admite and

Meade, will take notice that a summons in the above entitled cause has been issued and that said action is for the purpose of recovering an absolute divorce from the bonds of matrimony heretofore existing between the plaintiff and defendant. This is therefore quested." to notify the defendant to appear at the Court House in Wentworth, Rock-

demanded will be granted. of May, 1917.