

## GREENSBORO CAN GET AERIAL MAIL STATION IF PEOPLE GET BUSY.

Washington, April 19.—An aerial mail service from New York and Washington to Atlanta, and probably Key West, is planned by the postoffice department and will be put into operation as soon as Congress appropriates the necessary funds. Officials of the postoffice believe this appropriation will become available during the next fiscal year, since delivery of mail by airplane between Washington and New York already has passed the experimental stage.

In this connection, Capt. Charles J. Glidden originator of the famous Glidden automobile tours, now a recruiting officer for the army air service, discussed the possibility here today of making Greensboro a station on the forthcoming New York-Atlanta route. The first thing to be done the army officer explained is to provide a landing field. Atlanta is already at work on such a field and cities along the route who desire delivery of mail by airplane will eventually wake up to the necessity of offering inducements so that they may be selected as aerial way stations.

Captain Glidden, famous as an aeronaut and automobilist, believes that within the near future delivery of mail by airplane will be general throughout the United States.

"If Greensboro has ambitions to get delivery of mail by airplane," said Captain Glidden "she should make an early start toward supplying a landing field which requires roughly a plot of smooth land about 1,000 by 50 feet. A city that cannot furnish a good landing place is handicapped from the start when the authorities map out aerial mail routes."

Captain Glidden is en route to New York from Southern Field, where he has been stationed for the past four months. He goes to New York on special duty in connection with military aeronautics. He is in sympathy with the plans of the postoffice department to extend its aerial mail service.

The postoffice department asked the last Congress for at least two additional air routes—one from New York to Chicago, the other from New York or Boston to Atlanta or Key West. Congress appropriated only enough for the Chicago-New York route and this will be put into operation probably before the fall.

Asserting that there is an opening for 15,000 aviators in the United States, Captain Glidden said he had been observing the men in training at Southern field. He said:

"Every identical man is as anxious that the 'ships' should start out in as good order as the pilot having them in charge, and many of the men not taking instruction are given rides about the country and to distant points across country. All the men are preparing themselves to be important factors in the great air service of the future and realize that considerable time must be given to perfect themselves in flying and the care of the 'ships'."

"Those who wish to be foremost in aviation of the future must take advantage immediately of the government's offer to take a course in aeronautics. This is done by enlisting at the nearest recruiting office. It cost me \$2,000 before I obtained a pilot's license for the United States, Great Britain and France, but nowadays men are not only paid while learning, but are furnished clothing, quarters and rations. I consider it as good as a term of one to three years in college."

"The extent of the air service is unlimited and by 1920 will be in full operation all over the North American continent. There will be a great demand for pilots and the compensation paid whether through military service or general public utilities will exceed that of most any other profession of its character. Three trunk lines across the continent, recently covered by Maj. Tom C. McCauley in 20 hours

## GERMAN U-BOAT SLIPS INTO NEW YORK HARBOR

New York April 19.—The German submarine U-III, the first German undersea craft to be brought to this country, slipped into New York harbor early tonight, with the imperial German naval standard flying beneath the Stars and Stripes. The U-boat was taken to the navy yard and will be exhibited to stimulate interest in the Victory loan.

The U-III, of a fleet of five such boats now on their way to New York, was making good speed when she passed through the Narrows, running well out of the water. She left Plymouth on April 7, carrying four officers and 34 men. She is a large vessel with guns mounted fore and aft. The other submarines are expected within a day or two.

## SIMPSON AND GLENN ACQUIRE WAREHOUSE SITE

Another large leaf tobacco sales warehouse is to be located on Trade street, at the corner of Seventh street, and extending west thru the block to Cherry street. A deal involving several tracts of land in that block has been closed by Messrs. J. T. Simpson and Joe H. Glenn by which they acquire the North end of the block. The tract extends ninety-four feet from the corner on Trade street; three hundred and sixty-five feet on Seventh street and one hundred and ninety-six feet on Cherry street. One hundred and two feet of the Cherry street extends back more than half way thru the block.

The new owners of the property announce that it is their purpose to erect a modern warehouse building to cover the entire area, and they hope to mature preliminaries so that the building will be started this summer and finished, if possible before the opening of the new tobacco sales season.

Plans for the proposed building have been prepared by Mr. W. G. Rogers, architect of Charlotte, and they are now in the hands of contractors for bids on construction.

The building will be attractive in design, with entrances on both Trade and Seventh streets. The main floor will be on Trade street, and a basement floor almost as large will be open on Seventh street. The building will be fitted with every convenience, both to the farmers and buyers, and the main sales floor will have approximately fifty thousand square feet of space.

Messrs. Simpson and Glenn have been in the warehouse business a number of years, running the city's oldest warehouse—Brown's. Their business during the past few years has been so heavy during the active selling months that they were unable to accommodate it in the manner in which they desire and hence their determination to build a larger house on Trade street. With the new house they feel that they will be able to give their customers a service that cannot be equalled on any market in the country.—Daily Sentinel.

flying time, will have upon them 24 distributing points and from these places every city and town in the United States is within six hours flight.

"It was my privilege to participate in the operation of the early telegraph, come up with the telephone and automobile and it is a great satisfaction to do my part in establishing aviation. The telephone was over 25 years reaching its present stage of perfection, the automobile 19 years, but aviation will take less than eight years reaching a point of equal utility."

"While I am particularly interested in air service, I have learned today that the government offers equal privileges to the young man to become proficient in several branches of the service and in all they may become non-commissioned or even commissioned officers. Undoubtedly thousands will take advantage of the one and three years' course on the line their taste prefers."



1—View of the harbor of Sebastopol, which city may be evacuated soon by the allies. 2—Harbor of Geneva, Switzerland, the city chosen as the seat of the league of nations. 3—Secretary Glass and aids showing the industrial honor flag designed for the Victory loan campaign.

## SIX VESSELS CROWDED WITH SOLDIERS ARRIVE TO CELEBRATE EASTER

New York, April 20.—Six troop ships loaded to capacity with American officers and men—14,446 in all—arrived here today in time to celebrate Easter Sunday on home soil.

Two of the ships which arrived were the German liners Zeppelin and Graf Waldersee, making their first trip since they were turned over to the United States. The Zeppelin, flying the international flag as well as the stars and stripes, brought 1,650 men, including the 129th field artillery complete, 53 officers and 1,274 men, the 339th ambulance company, three officers and 103 men, 73 casual officers and a detachment of one officer and 41 nurses of base hospital 44.

On the Graf Waldersee were 1,471 officers and men, the majority being hospital units and including detachments of the fifth, 14th, 21st, 42d, 44th, 50th, 72d, 97th, and 202d base hospitals, six casual companies, 18 casual officers and 58 convalescents.

Both ships had on board parties of German officers who had turned the ships over to the United States and who had made the trip across representing the German government.

The other arrivals were the big transport Virginia with 4,177 officers and men, including the 316th ammunition train, headquarters, headquarters motor and horse battalions, ordnance and medical detachments and companies A to G, a total of 16 officers and 1,026 men; 91st division detachments totaling 18 officers and 951 men, 347th machine gun battalion, headquarters detachment, medical detachment and companies A to D, 15 officers and 835 men; 316th sanitary train, headquarters, divisional medical supply unit camp infirmaries 1 to 8, headquarters field hospital section, field hospitals 361 to 364, headquarters ambulance section and ambulance companies 361 to 364, 17 officers and 878 men; 262d infantry machine gun company, five officers and 179 men, together with several casual companies and 172 wounded.

The Great Northern brought 3,009 troops comprising the 110th ammunition train complete, 31 officers and 1,158 men; 300 convalescent wounded, 18 casual companies of marines and furloughed men; 16 officers and 674 men, scattered units of United States army ambulance sections; and 24 casual officers.

The Santa Paula brought 2,134 officers and men, including 42d base hospital, two officers and 143 men; 316th supply train headquarters and medical detachments and companies A to F, nine officers and 474 men; 113th transportation corps, two officers and 226 men, second trench motor battalion, headquarters and medical detachments and batteries A to D, six officers and 571 men; 376th aero squadron, one officer and 122 men; 646th aero supply squadron, one officer and 114 men; fourth trench mortar battery, one officer and 149 men

## PRIVATE LOVELACE WAS IN BIG DRIVE

Private D. H. Lovelace, of Elkin, was in town yesterday, on his way to his home. He was recently discharged from service having been in France for fourteen months, and is the proud owner of an American distinguished service cross, which he won in the drive on the Hindenburg line last September.

On September 29 last, Private Lovelace was a member of a platoon which was ordered over the top to take and hold two German machine-gun emplacements which were harassing Americans. The officers of his platoon were disabled at the outset, and Lovelace and one sergeant took charge of the platoon. They gained their objective and held it until relief came, capturing fourteen prisoners.

One of the prisoners requested the privilege of writing a note to his wife, and Lovelace, forgetting in the excitement of the moment that the request was out of place under the circumstances, granted it. The big Prussian immediately lowered his arms and pulled out a fountain-pen. Removing the cap, he pressed a little trigger device and a steel-jacketed bullet from the "pen" passed thru the fleshy part of Lovelace's arm. The American states ironically that the German is probably warmer where he is now than he would have been in an American prison camp, anyway.—Daily Sentinel.

## SOUTH AMERICAN INDIANS ON WAR PATH

Buenos Aires, April 18.—General Cezar, commanding the Argentine troops in the northern territorial districts, says the Indian uprising in Formosa and Chacow, is the worst of recent years.

The tribes have been on a rampage since November. General Cezar says, because of exploitation by settlers who pay them for their work with alcohol and with arms and ammunition which they are now using. These tribes completely annihilated the settlements a few years ago.

Additional cavalry has been sent to suppress the uprising, but the task is a difficult one owing to the extensive territory.

and wounded convalescents, 156 men.

The cruiser Seattle brought 1,635 officers and men, including 32 casual officers; 14 casual companies; fifth army headquarters troops, five officers and 336 men; 335th field hospital, four officers and 78 men; 52nd pioneer infantry, seven officers and 426 men, 406th telegraph battalion, companies I and M, seven officers and 205 men.

Debarcation authorities said that from 9:25 to 10:10 a. m., a record was made in docking troop ships, the Virginian, Great Northern, Zeppeline and Graf Waldersee being put into their berths in that period by three tugs.

## PIGEON THAT SAVED "THE LOST BATTALION"

New York, April 19.—The army carrier pigeon which saved "Whittlesey's Lost Battalion" in the Argonne Forest, carrying a message to general headquarters with the location of the battalion and the predicament of Major Whittlesey's command, arrived at Hoboken Thursday on board the transport Ohioan.

The pigeon has the distinction of being the only bird in France to win the distinguished service cross. At least in the army files in Washington there reposes a recommendation, signed by General E. E. Russell, chief of the Signal Corps, of the American expeditionary forces, that the carrier pigeon Cher Ami, of Pigeon Co. No. 1, be awarded the distinguished service cross for valorous services far in excess of the ordinary call of duty.

And Cher Ami came back as a passenger of state, having exclusive accommodation in the captain's quarters, and unlimited rations. Those were the orders of General Pershing after he had inspected the company and stroked the neck of the bird which was responsible for letting them know where the "Lost Battalion" was located.

The pigeon is blue, gray and white, with a scar across its breast and only a stump of one of its legs left. Pigeon company No. 1 was in command of Captain John L. Varney of Pittsboro, Pa., a veteran of the Cuban, Philippines and Boxer campaigns. He had settled down to newspaper work, and in an amateur way was training homing pigeons when the war broke out. When America entered the war the government called on him for the services of himself and his birds. Captain Carney was in charge of the 1,000 pigeons brought back from France on board the Ohioan.

"We had learned that it took five days for veteran birds to settle down in a new centre," he said, "and about that many more days of practice before they became accurate messengers. Cher Ami was always the first to get back."

"For all general headquarters knew Whittlesey's battalion was wiped out. It was sure lost. We knew nothing of it, and then Cher Ami came in. He was very much exhausted when he hopped into the coop. The message tube was hanging from the stump of his shattered leg and there was a scar across his breast where he had been seared by a German bullet."

**Rescued From Enemy Trap.**  
"Then we knew where the lost Battalion was, and the army got busy with relieving troops to get Whittlesey's men, or what was left of them, out of the trap into which they had fallen." The headquarters of the pigeon company was in the Haute-Marne sector, from where birds were sent out to difficult parts of the front. There were four thousand taken from the United States for active service in France and they flew thru barrage but some of them always failed to return.

## WATAUGA AND YADKIN RIVER RAILROAD SOLD.

Lenoir April 20.—The Watauga and Yadkin River railroad has passed into new ownership at a purchase price of \$200,000. Fifty per cent of the purchase price was put up by the Elk Creek Lumber company, of Grandin, this county, the western terminus of the road, while the balance was subscribed and is being subscribed by the people who live along the road. The town of North Wilkesboro is also taking stock, it is understood here.

According to G. M. Icephour, of Grandin, one of the parties backing the local ownership, the deal was consummated last week by C. C. Smoot, of North Wilkesboro. The deeds are being made out now by Frederick Fair, of Oil City, Pa., who bought the road at the receivership sale last December. Mr. Fair held mortgages on the road and bought it in at this sale at \$160,000. Just as soon as the deeds have been delivered, the new owners expect to make the repairs necessary and begin operation of passenger and freight trains. This will require about three weeks, according to the estimate of the road's engineer.

The fact that the Elk Creek Lumber company is putting up 50 per cent of the purchase price of the railroad is taken here as an indication that the lumber company will develop its plant at Grandin and begin the development of its timber interests in Caldwell, Wilkes and Watauga counties. The Elk Creek Lumber company is the new company which bought the interests of the old Grandin Lumber company, which was sold at a receivership sale two years ago. It is estimated that the company has around 700,000, 900 feet of standing timber in 1910 and 1911 the Grandin Lumber company began the development of this big boundary and had partly built one of the biggest lumber plants in western North Carolina. When the war came on in Europe, causing unsettled financial conditions here, it forced this company into bankruptcy just a few weeks before it would have been ready to start up the mill.

The Watauga and Yadkin River railroad is only about 20 miles long. It leads out of North Wilkesboro to Grandin, this county. The original survey was between North Wilkesboro and Lenoir, and at Grandin another spur was surveyed across the mountains through Cook's gap to Boone. Several miles of this spur was built before the financial stringency came on. Now that the road has passed into new ownership whose only purpose is for permanency and development it is believed that the road will shortly be extended to Lenoir, and plans for extension to Morganton and Shelby to connect with the Seaboard are being discussed.

## WAR TROPHY TRAIN TO TOUR NORTH CAROLINA

The "Thirtieth Division Special," a war trophy train named in honor of the fighting Carolina boys who were with the first to break the Hindenburg line, will travel through North Carolina this week, to give added interest to the victory loan campaign, which begins today.

Greensboro is the first stop to be made by the special, arriving here on Tuesday afternoon at 3:35 o'clock and remaining until 5:45 o'clock, remaining here two hours. It goes from here to Winston and the tour includes stops of from one to two and three hours each, at about four score town and cities, returning to Richmond, Va., on May 10. It will cover about 2,600 miles.

Part of the exhibition will include every variety of weapon and equipment used by the allies in the successful prosecution of the war, from rifles, machine guns and hand grenades to large calibre cannon. In addition airplane parts will be included in the display.

Probably the only arm of the service to be omitted from representation in the trophy train will be the tank corps. Arrangements had previously been made

## EX-KAISER MAY BE EXILED TO ISLAND.

Paris, April 19.—The plan of the council of four to have Belgium prosecute the former German emperor on the charge of responsibility for the war is meeting with objections which are again bringing up the whole subject for revision.

Those who have the matter in hand divide the question of war responsibilities into two distinct classes. The first class includes military and naval offenders like General Ludendorff and Admiral van Hirtitz, and those accused of various excesses against the usual rules of warfare. The second class includes former Emperor William, ex-Chancellor von Bethmann-Hollweg and others whose offense is chiefly of a political nature.

Concerning the first class that of military offenders, it is agreed that there is no international court-martial suitable to undertake such military trials, but it is pointed out that every country has its own system of court-martial for military offenders within its borders. This has developed the suggestion that these countries combine their court-martial and act under a single military procedure codified from all the military codes. A joint court martial would thus be constituted capable of dealing with offenders of the first, or military and naval classes.

Concerning the military offenders it is said a tribunal is not necessary and will be ineffective owing to the legal immunity of political offenders. Therefore, it is maintained that the action against Napoleon I. furnishes a precedent for the determination of the allied course as a general measure of policy for the tranquility of Europe. Some such general policy is designed to reach ex-Emperor William and other political offenders with Belgium, or another country against which the political offenses charged were chiefly directed, assigned the duties of securing the extradition of the individual as a preliminary to putting the general policy into effect.

by the government to ship 'whippet' tanks to various cities and towns throughout the country as a separate feature.

A unique part of the exhibit will be the display of naval inventions, perfected under the stress of war needs, and completed only at a late date when the signing of the armistice prevented their introduction into the scheme of modern warfare.

As a balm to longing eyes the display will include an assortment of captured German war material—helmets of the crack Prussian guards, large calibre guns used by the Huns in reducing allied trenches and fortifications, and articles or personal equipment captured from boche officers.—Daily News.

## IMPORTANT TO MERCHANTS

Collector Watts desires that all persons, firms and corporations who sell preparations of any kind containing a narcotic drug in a quantity exempted from payment of tax be notified that they must register and pay a special tax of \$1 per year or fraction thereof.

The principal narcotic drugs sold untaxed are: Paregoric, Batemans Drops, Godfrey's Cordial, and quite a number of others, containing a very small percentage of narcotics. Probably most merchants, especially country merchants, sell some of these preparations. They should immediately write the Collector for a form upon which to register, which form should be executed in accordance with the directions thereon, and returned to the Collector, together with \$1, at the very earliest possible date.

This tax does not apply to druggists and others who are already registered under the law, and who pay a special tax at a higher rate.