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THE VOYAGE ACROSS SEAS IS COMPLETED IN ABOUT 75 HOURS.

Pulham, Norfolk, England, July 13.—By Associated Press.—Great Britain's mammoth transatlantic air pioneer, the dirigible R-34, arrived here at 6:56 o'clock, Greenwich mean time, today, completing her round trip from the British Isles to the United States and return.

The R-34 poked her nose out of the clouds northeast of the village and, after circling the flying field three times, glided gently to the ground and 10 minutes later was housed in the dirigible shed. The voyage from Long Island was without particular incident and was completed in approximately 75 hours.

Shouts from those on the field greeted the first sight of the long gray body low on the horizon. As the R-34 approached the field she dropped from a height of 5,000 feet to 2,000 feet. The men who were to aid the airship in landing were ordered to their positions and waited silently as the ship circled the field, dropping lower and lower.

Crew Tired But Smiling.
When Maj. G. H. Scott, her commander, had maneuvered the airship into position for the landing, the water ballast was released to steady her and a rope was thrown from the bow. The rope was grasped by eager hands and the giant ship moved across the field to the shed where the delicate operation of berthing her was completed quickly without accident.

A military band stationed on the field played "The Call of Duty" as the airship began to settle, and then changed to the strains of "See, the Conquering Hero Comes," as the ship was put into the shed the band played "Keep the Home Fires Burning." The crowd was too intent in watching the ship to notice the music, while the whirr of the propellers made it inaudible to the men in the R-34.

The tired, unshaven, but smiling men who composed the crew quickly climbed from the gondola and were greeted warmly and with many slaps on the back by the officers and soldiers gathered on the field.

"The voyage home has been without incident," said Major Scott. "We want breakfast."

Story of the Voyage.
After breakfast and while enjoying the belated luxury of his little black pipe, smoking not being permitted on the airship Major Scott told the story of the return flight as follows:

"We estimated we would make it in from 70 to 80 hours," he said. "We made it in 75. When we left we had a strong wind behind us and we covered the first 800 miles in about eight hours. When he circled over New York we could plainly see the crowds on Broadway waving to us as we passed, but could not hear them because of the noise of the engines."

"South of Newfoundland we encountered head winds and our progress from then on was slower. We traveled at an average height of from 3,000 to 5,000 feet and found much low clouds and fog. Once we saw nothing but fog for 24 hours."

"We struck Ireland at Clifden and made good progress from there although our steering engine broke down Saturday morning. We started with 4,900 gallons of gasoline and had 1,000 left."

"We are naturally pleased with the trip, all of us, I expect important changes in the size and speed of future airships, big ships that will travel 70 to 80 miles an hour and powerful enough to crawl through anything."

Great Trip Says Col. Hensley.
"This has been a great trip," said Col. W. N. Hensley, Jr., of the United States army air service as he climbed out of the car. "We were lost one whole day because of the fog was so thick we could not get a shot at the sun, moon, stars or horizon, but we worked out of it and struck the Irish coast. We passed over the Isle of Man about 3 o'clock this morning and then, mounting above the clouds, witnessed a most beautiful sight. Above

was, the bright moon; below soft fleecy clouds touched with all the colors of the rainbow and far down below occasionally could be seen the dark, deep blue of the sea. But we did not have time to admire the beauty of the scene.

"We soon passed over Liverpool and then other cities and towns, and here we are. We suffered no hardships and no inconveniences except that we had no hot water for shaving. Our eggs were cooked in the exhaust of the engines and we had plenty of other good food and coffee, tea and cocoa to drink. No one suffered from sea sickness and while the sea below was tossed by a 40 mile gale we were moving along in comfort on an even keel."

"Regular airship service between Europe and America is bound to come, and soon."

Gaham Proudly Carries Kitten.
The members of the crew were eagerly surrounded by friends who were waiting at the airfield. George Gaham, the chief engineer, proudly carried his pet kitten which was born at East Fortune. The kitten suffered no inconvenience during the trip and manifested its delight on reaching land again by jumping on the backs of its master's friends.

"We were never out of touch with the world although we met a lot of fog," said Lieut. R. D. Durront, the wireless officer. "It was hot in New York, cold in the middle Atlantic and you see what it is here. We signalled two ships, the Cumberland, and one going to Mexico. When they asked us who we were, we said that we were a British airship from New York to England. Their wireless operator expressed surprise. They had been at sea some time and did not know about us."

Brigadier General E. M. Maitland, the representative of the air ministry on the R-34, who kept the log of the voyage, said: "Airships undoubtedly will be used in the future over sea and over land. They will not conflict in any way with the airplane or seaplane, but all will work together. The airship will go on long voyages, while the other fliers will radiate for short distances from the airship terminal."

"Our reception in America was extraordinary. The people there, impressed with our voyage, fully realize the commercial possibility of the big airship. It was a wonderful sight as we passed over the great electric signs being particularly bright spots below."

The R-34 rested today in the shed beside her sister ship, the R-33. Major Scott and the other officers of the dirigible, after resting today, will prepare tomorrow to return the R-34 to East Fortune, her home port. They expressed the belief that the stern engine had been damaged beyond repair as the connecting rod had broken and wrecked the engine. The other engines worked perfectly to the last minute.

A-4, U. S. BALLOON MAKES LONG NON-STOP FLIGHT

Washington, July 12.—Starting out from Akron, Ohio, last night the army dirigible A-4, flying against strong head winds, reached here this morning, circled over the city and then proceeded to Langley Field, Va., arriving there late today. Reports to aviation headquarters here said the dirigible covered the distance of 407 miles in 18 hours flying time at an average speed of a little more than 21 miles an hour.

The Blimp A-4 landed here at 5:44 o'clock this afternoon successfully completing one of the longest nonstop trips ever made by an American dirigible.

Members of the crew say the machine traveled most of Friday night 4,100 feet above the earth, plunging through a heavy mist. Almost the entire course was steered by compass. Sometime today the blimp overhauled a passenger train, flew over it for a short time and crowded on more power, left it in the rear without the slightest trouble.

IN A RE-EMPLOYMENT BUREAU FOR FIGHTERS



A typical scene at the New York re-employment bureau for soldiers, sailors and marines organized at the request of Col. Arthur Woods, assistant to the secretary of war, and conducted co-operatively by the army and navy, the Merchants' Association of New York and all war-time welfare organizations.

THE AMERICANS GIVE A THREE-RING SHOW.

Coblenz, Friday, July 11.—(By the Associated Press)—American soldiers who captured Cantigny and scored various other victories against the Germans are performing in a three ring circus this week for the entertainment of the soldiers along the Rhine. Hundreds of German civilians were permitted to witness the performances by the payment of an admission fee of one mark.

The first division is presenting the circus at Montabaur, where the first performance was given today. The circus will continue four days with two performances daily. Excursion trains were run today from Coblenz to Montabaur for soldiers of the second and third divisions.

The opening performances today were witnessed by at least ten thousand persons, including Major General Henry T. Allen, the commander of the American forces along the Rhine, and scores of French and British officers. There were sideshows and refreshment stands and all the other accessories of a regular circus. The proceeds from the sideshows and refreshments will go to the division entertainment fund.

A parade is held daily. Army trucks camouflaged to represent circus wagons rumble over the cobblestones of the town along with elephants, bears, camels and ponies from the Hagenback circus.

All the human performers are soldiers, including bareback riders and acrobats. There are wild west features with Indians and a stage coach and all the fittings and Roman chariot races. The Germans appeared to enjoy the circus as much as the soldiers.

LOUISE HOLLAND RUNS OVER AND KILLS BOY.

Winston-Salem, July 10.—Today Andrew Loggins, nine years old, son of Mr. and Mrs. L. A. Loggins, of East Winston, was run over by a Cadillac car, driven by Miss Louise Holland, 19 years old, daughter of C. L. Holland, a well known farmer citizen who resides near the city. The boy's head was crushed and he died before reaching the office of a physician in the O'Hannon building. His head was crushed besides other injuries were sustained. The accident occurred near the corner of Liberty and Fourth street. The boy had just alighted from a street car and was crossing Liberty street when the auto coming around the corner crashed into him. The body was removed to an undertaking establishment and prepared for burial.

Miss Holland was taken to the police station and she gave a \$2,000 bond for her appearance in the city court at a hearing to be held on Wednesday morning of next week. The accident has produced much discussion as to whether women should be permitted to operate automobiles on the congested streets of Winston-Salem. The aldermen realize that more stringent regulations must be put into effect in order to curtail the number of serious and fatal accidents in this city.

TRIBUTE TO AIR PILOT FROM HIS FRATERNITY

Fayetteville, July 12.—"The Star and Lamp," the official publication of the Pi Kappa Phi fraternity, in a recent issue carries a memorial sketch of Lieut. Robert Gayle Nimocks, of this city, who was killed while training as a pilot with the American air service in France on September 6, 1918.

"The Star and Lamp" article, illustrated with a photograph of Lieut. Nimocks, is as follows:

"First Lieut. Robert Gayle Nimocks was born at Fayetteville, N. C., November 19, 1895. When the call to arms was sounded Brother Nimocks was a senior at Georgia Tech and immediately after his graduation entered an officers' training camp in company with fellow students of his graduating class. He received his commission, but requested a transfer to the air service, and was trained in that branch at Atlanta, Ga., Memphis, Tenn., and Dallas, Texas.

"May 20, 1918, Lieut. Nimocks sailed for France, and trained as a flight lieutenant there. It was at the time of his last flight before going to the front that he met with sudden but an unexpected death. Flying at an altitude of 3,000 feet, near Casoux, Gironde, France, his plane was seen to collapse, both wings falling from the body of the plane.

"The body was taken to Bordeaux and interred in St. Gene's cemetery to await removal to America as soon as arrangement can be made.

"Brother Nimocks is survived by a wife, Mrs. Evelyn M. Nimocks, and an infant daughter, Minnie Gayle Nimocks, both of Winston-Salem, N. C.; a sister, Mrs. Thomas Gatling, who resides in Arkansas, and three brothers, George T. Nimocks, of Wilmington, N. C., and Capt. Alfred Nimocks and Lieut. David R. Nimocks, both in France.

"A promising aviator, a fearless and intelligent candidate for the dangers of the firing line, our friend and brother sleeps beneath the French lilies. Of him, as of the thousands of others who paid the supreme sacrifice, it may be said that he answered the call of his country with veneration and love.

"His honorable and distinguished departure reflects credit upon his family, upon his country, and we are proud to assume a portion of the honor. Long may his name live as a monument to his chapter and his fraternity."

OFFICIAL INVESTIGATION OF TROUBLES AT BADIN

Albemarle, July 10.—An official investigation of the labor conditions at Badin was made Tuesday by State Solicitor W. E. Brock, in the office of the Tallahassee Power company, there being present Solicitor Brock, D. L. Coble, the labor representative upon whose complaint to the governor the investigation was ordered, J. E. S. Thorp, superintendent of the Tallahassee Power company, Homer J. Brown, of Washington, D. C. commissioner of conciliation, and R. L. Smith, attorney for Tallahassee Power

company.

A large number of names had been handed to Solicitor Brock by parties representing the labor interests, of persons who were alleged to have known of outrages and bad conditions at the Badin plant, but many of them were for some reason not present. Among those to testify at the investigation were Chief of Police Early, of Badin; T. O. Ragan, H. B. Jordan and John Page.

Among other things M. Ragan testified that some time ago he saw a negro man beat a negro woman, who was then not the latter's wife but whom he has since married. He stated that one of the Badin policemen were present and saw the man whip the woman, but did not interfere in any way. Ragan said he did not know the name of the officer.

Other evidence was that a short while ago a man by the name of H. B. Jordan, white (Jordan testified to this himself) was knocked down by a foreman of the company, that an ax handle or other stick was used, that later he was asked what he intended to do about it and he answered that he intended to prosecute the foreman. He said he was then offered \$100 to drop the matter and he agreed to take the money and drop the prosecution and that he was paid \$10 of the amount, but that he had never received the remainder of the amount. A man named Page also testified that he saw Jordan soon after he was struck and helped carry him to the hospital. The names of other witnesses were handed to the solicitor, many of whom were not present. Chief Early denied that the company worked negroes on extra shifts without pay because they were caught gambling, this having been one of the charges brought against the company. There was evidence also in denial of the charge against the Badin officer, Mabry, to the effect that Mabry had shot a negro while the latter was running away. The witness said Mabry struck the negro with the pistol and the blow caused the weapon to go off, but that the ball went upwards and did not hit the negro. Mabry was not present at the investigation.

Mr. Coble, the labor representative, did not seem inclined to give any opinion as to what he thought of the investigation, stating that he had nothing further to say until the report of the solicitor to the governor.

He did say, however, that the laborers who had joined the union and who were discharged by the company because they refused an opportunity to work. While apparently there were some rather ugly things shown up against the Badin company, or rather against some of its agents, still the evidence, as a whole, as taken from those witnesses who were present, tended to deny the charges heretofore made against the company, but, of course it is impossible at this time to know just what the solicitor's report will be, therefore, many interested persons will look forward with great interest to the time when the report will be filed.

THOUSANDS HEAR SERGEANT ALVIN C. YORK.

Columbus, O., July 12.—Sergeant Alvin C. York, this country's greatest war hero, and Lieutenant Commander A. G. Read, of the N. C-4, were the idolized favorites at the Methodist centenary exposition today.

Separate receptions were accorded the heroes in the coliseum, which was crowded to the doors. Sergeant York, in a brief response to his introduction, said:

"I wish I could make a fine speech to you, but I am not a speaker. I'm just a plain mountain boy from Tennessee. All I have to say about the war in France is in honor of God, for without his help we would not have won."

Sergeant York is deeply religious and this fact was brought out in the few words he said to the assembled thousands today.

"I live and practice a full salvation," he said, "and I believe in continual prayer. While I was in France I prayed continually to God that I might come home without a scratch from the Germans, and I did."

Lieutenant Commander Read in response to his introduction, commented on the lack of enthusiasm over flying in this country as compared with that manifested in England and France. He modestly stated that the entire navy department deserved credit for the success of his venture in crossing the Atlantic.

The two heroes, York and Read, met each other for the first time at a luncheon tendered them by the centenary officials. After a tour of the exposition exhibits the men were presented with medals struck in their honor. During the day thousands pressed forward frantically to shake hands with the heroes who were protected from the anxious crowds by a guard of soldiers from the Columbia barracks.

Rural day and grange day were celebrated today by a series of important addresses, speakers including L. J. Taber, of the Ohio grange, Charles A. Lyman, secretary of the national board of farm organizations, President W. O. Thompson, of Ohio State university; Milo Campbell, president of the National Milk Producers' association, and Professor W. G. Dyer, of Vanderbilt university.

Tomorrow, the closing day of the exposition, will be consecration day. An old fashioned Methodist "love feast" will be held in the morning, and consecration services in the afternoon.

NEGRO HUNTER MAY BE RELEASED BY SOLICITOR

Charlotte, July 10.—There is a general belief that Solicitor George Wilson will order the release of Ernest Hunter, the negro who was identified by Miss Loraine Owen as the slayer of Harry Montgomery. Asked if he contemplated such a step the solicitor said he had nothing to say on the subject. Sheriff Wallace was authority for the statement that Solicitor Wilson intimated that he was going to order that Hunter be dismissed. This has not been an unexpected step on the part of many, the general opinion in the city being that Hunter was not the man and opinion has been generally expressed that there would be little chance of the grand jury finding a true bill against Hunter. The grand jury at the June term of court, after an examination of witnesses for two days adjourned without making a report on the case. Hunter was committed to jail when Miss Owen identified him before the coroner's jury. At a rehearsal of the scene at the site of the killing, Miss Owen failed to identify him. This was on the night immediately following the murder. It was two days later that she swore before the coroner's jury that Hunter was the man.

Deputy Sheriff Fesperman had a narrow escape this morning at the jail when he was attacked by an infuriated negro. She struck the deputy on the head with the leg of a chair, dealing blows which came very

CONSTANTINOPLE HOPES FOR RULE OF AMERICA.

Paris, May 11.—The report that the United States had been urged to assume the mandate for Constantinople meets with general approval there, writes an agent of the Red Cross in the Turkish capital. It is welcomed as the ideal remedy for an impossible situation, he adds.

"Wherever an American wanders in Constantinople Turks, Greeks and Armenians impress it upon the visitor that America will be welcomed with open arms that America will be trusted. At the Turkish foreign office, the Sublime Porte, there is open satisfaction at the report that America will come in and clean up," the Red Cross man continues.

"The Turk has been quick to appreciate what America has done for his country since the armistice. Everywhere one goes he sees American flags stuck into the bags of rice, of flour and over-stacks of canned goods which the street merchants have for sale. The American uniform is not a familiar sight in the streets or shops but wherever an American army officer Red Cross officer or member of Near East commission is recognized Turks go out of their way to express their gratitude for America's prompt despatch of food ships to Constantinople, which just before the armistice was in a bad way for food.

"At present four high commissioners, British, French, Italian and Greek are working independently in Constantinople and the two commanders-in-chief, British and French, are doing their best to co-operate but with what success no one can say.

"The present divided control in Constantinople and the rumors constantly reaching the Turkish capital of dissensions among the allies in Paris are liable to encourage the Turks to believe that by playing one nation off against the other they can conduct themselves as they see fit.

"Parts of northern Asia Minor do not know of the armistice and the Turks are still terrorizing the Greeks there.

"Turks are surprisingly familiar with way the American protectorate over Cuba has worked out and prominent Mussulmen believe that what has been done in the Philippines by America can be duplicated in Turkey.

"Howard Heints, of Chicago, has unloaded half a dozen ships laden with food, clothes, shoes and agricultural implements. The American Red Cross also is helping the starving whether they be Greek, Turk, or Armenian."

near felling him before he could recover himself. He had gone into the prison part of the jail with breakfast for the inmates, locking all doors behind him as he always does. The only way the prisoners can escape is to overpower the jailor. This evidently was the plan of the woman and it is thought others were in the plot. She struck the jailor a terrific blow which cut a deep gash from which the blood flowed freely. In the melee which followed he managed to get possession of the chair and in turn used it on the woman, felling her to the floor, and splintered the chair leg. He got out as soon as possible to have the wound attended to.

We are now passing through the period known as "Dog Days" and the heated atmosphere for the past week has been severe. Sunday and Monday were extremely hot days, the mercury registering 95 degrees at nearly every point in town, and at the depot at 4 o'clock it ran up to 100 in the shade. Good rains fell Monday night in the nearby communities, which have tended to reduce the heat to some extent and have been a blessing to the growing crops. We hope the drought is now over and that we may have plenty of rain the remainder of the season, which will insure a bounteous harvest this fall.