

RACE AROUND THE WORLD IS NEXT

From The Kansas City Star.

Now that the race across the United States has been completed, the attention of aviation authorities in this country is being centered on the air race around the globe which is planned for next summer under the auspices of the Aero Club of America and the Aerial League of America. Maj. Charles J. Glidden, executive secretary of the commission to organize the race, Alan R. Hawley, president of the Aero Club of America, and Commodore Louis D. Beaumont are now visiting various cities along the routes in an effort to stimulate interest in the world race. They will visit the Hawaiian Islands, Japan, Singapore, Calcutta and other proposed stops.

The Aero Club of America already has raised one million dollars to be divided among those finishing first in the race. Stimulation of the air industry by the offering of large prizes has long been one of the most important works of these air organizations. Prizes of \$100,000 were offered in the race across the continent. Other prizes awaiting a winner now are one of \$50,000 offered by Thomas H. Ince for the first flight across the Pacific and one of \$25,000 by Raymond Orteig for a non-stop flight from Paris to New York.

World's Greatest Feat.

Commodore Beaumont recently declared the proposed race as the most stupendous ever contemplated, rivaling in world importance the opening of the Panama Canal and the flights across the Atlantic Ocean.

"The aviators and passengers who will participate in this world derby are the forerunners of the millions who in years to come will travel by regular aerial transportation lines," Commodore Beaumont said. "Through the tremendous strides forward of aeronautics there are wonderful possibilities for the employment of ingenuity, genius and skill. Business opportunities are offered as great as those opened by the railroad, automobile and telegraph industries."

Flour Flying Through Air.

The thousand barrels of flour sailing through the air may appear now a mere dream, but Major Glidden says it is a possibility—*even a probability*—within five years.

"There are six million automobiles in the United States now," Major Glidden said in a Chicago address recently. "I predict that there will be sixty thousand pony dirigibles, of a type costing between \$10,000 and \$20,000, in the air within the next five years. Delivery of flour and other merchandise by air routes soon will be made."

LIEUT. MAYNARD HAS A RECORD CONGREGATION

Raleigh, Nov. 2.—Lieut. Belvin Maynard, North Carolina's "flying parson," and first to finish in the transcontinental air race, tonight preached to the biggest congregation that ever packed a Raleigh church, when he occupied the pulpit of the Baptist tabernacle.

It was a non-flight day for the airman, who is stopping in Raleigh while on his way to Clinton, where he will give exhibition flights in his native county. But he was pressed into service for talks at two Sunday schools in addition to the sermon. Following the sermon, the congregation insisted that the pilot should tell of his experiences in the transcontinental race, and he consented.

Tomorrow Lieutenant Maynard will fly to Wake Forest college, 17 miles north of Raleigh, where he will be honor guest at a reception planned in his honor. Governor Bickett, Col. Albert L. Cox, and Dr. W. L. Poteat, president of the college, will participate in the welcome. Lieutenant Maynard is expected to do some exhibition flying, after which he will attend the annual society day events at Wake Forest and make arrangements for reentering college soon.

BELGIAN PARTY SAILS AFTER 29 DAYS HERE

Old Point Comfort, Va., Oct. 31.—The transport George Washington steamed away from Hampton Roads at 1:30 o'clock today bearing King Albert of the Belgians, Queen Elizabeth, Prince Leopold and their suite, homeward bound after 29 days in the United States.

The guns at the Norfolk navy yard boomed a national salute as the barges which carried the royal party to the ship cast off from the pier, after the king and queen had inspected the navy yard.

Aboard the George Washington, boatswain's whistles piped them over the side and the ships band played the Brabanconne, while Captain McCauley stood at salute at the gangway and the ship's crew manned the rails. King Albert stood on the bridge of the transport with his wife and son beside him, gazing shoreward as the big vessel steamed slowly down the bay, escorted by battleships and destroyers and with the royal standard of Belgium fluttering from the masthead.

The king and his party, accompanied by Secretary Lansing, of the state department, and Assistant Secretary Breckinridge Long, who has been with the party throughout its tour of the United States, and by Secretary Daniels, of the navy department, arrived at Fortress Monroe on a special train from Washington. There and later at Portsmouth the king was warmly greeted by state and local officials and the crowds which gathered to receive him.

Boarding the destroyer Stockton and escorted by navy dirigibles and seaplanes the party crossed to the Norfolk yard, where Queen Elizabeth gave the signal that sent the waters of Elizabeth river flooding into the two great new drydocks for the first time. An inspection of the yard followed, the king displaying great interest in all he saw and receiving a continuous ovation from the naval personnel and the citizens including thousands of school children, gathered to receive him.

Cabinet officials and the army and navy officers assigned to accompany the royal party during its stay in the United States, went with the king to the George Washington, lying in the roadstead flag dressed and flanked by the battleship Delaware, assigned as escort. Before he boarded the ship, however, the king sent a farewell message to President Wilson and the people of the United States.

U. S. REGULARS MOVE TO THE COAL FIELDS

Louisville, Ky., Oct. 31.—Under instructions from the central department of the army 800 troops of the famous First division, composing a provision battalion, were on three trains early today en route to coal fields of West Virginia, where they will patrol disturbed mining districts should a strike of coal miners go into effect Saturday.

Col. W. S. Harrell, commander of the Sixteenth infantry, is commanding the battalion, which it is said, will detrain at Huntington, W. Va., and scatter to various towns.

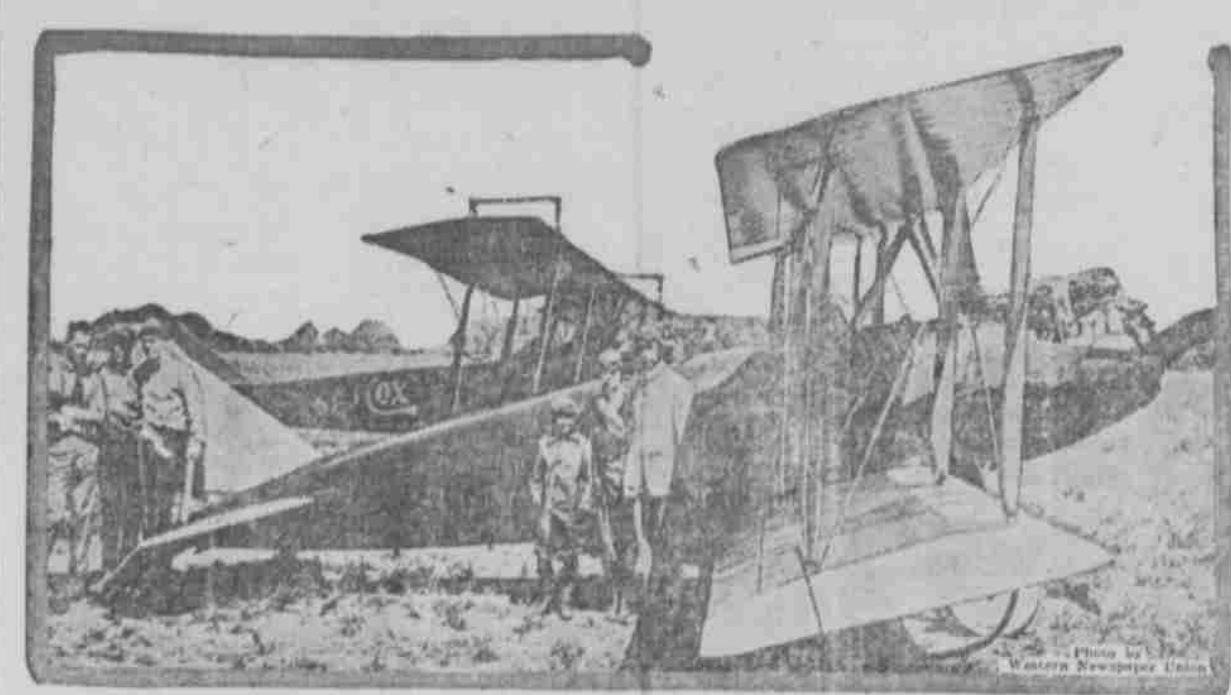
Trunks are being carried, to use, if necessary, in transporting men and machine guns quickly from one place to another, General Sumner said.

Another section of troops, including about 100 officers and men, entrained just before 5 a. m., making the entire unit 900 strong.

Other Soldiers Ready

Chicago, Oct. 31.—Coal mine operators in the Chicago district today apparently held out little hope that the day would bring developments that might delay the putting into effect at midnight tonight of the general strike of bituminous coal miners. Officers of the central department of the United States army and the Illinois militia forces went ahead with preparations for the possible use of the soldiers in connection with the walk out.

TAKES HER SON TO SCHOOL IN AN AIRPLANE



A view of two of the airplanes owned by Seymour E. Cox, a wealthy oil man of Houston, Tex. Standing in front of the plane (at center) are Mr. and Mrs. Cox and their son, Seymour, Jr. Mrs. Cox and Seymour, along with Pilot Block from Houston to Highland-on-the-Hudson, where the lad was to enter school.

COAL MINERS SET NEW RECORD IN LAST WEEK.

Washington, Nov. 1.—The geological survey, supplementing a statement issued last night by Secretary Lane, said tonight soft coal production for the week ending October 25 was 13,118,000 tons, probably a record, and that miners, with few exceptions, worked loyally to help fill the country's coal bins before starting a strike.

Nobody professed to know how long the strike might run, but officials closest in touch with plans for meeting it, figured its duration at 30 days at the outside. They estimated the country had coal enough to last that long.

There were no formal statements from labor leaders. Officials generally seemed inclined to let matters stand as they were over Sunday.

Telegrams were received at the department of justice from many states, commending the stand of the government. Governor A. H. Roberts, of Tennessee, telegraphed: "Tennessee will stand solidly with you in all your efforts to maintain order and protect life, liberty and property."

From Denver Governor Shoup of Colorado, telegraphed: "People of Colorado heartily approve of action taken by President Wilson and Attorney General Palmer. National Guard of Colorado already mobilized for protection of life and liberty."

The legal department of the state of Texas, through Attorney General C. M. Cureton, offered to assist the federal agencies in "any way permitted by law."

Commendation for Attorney General Palmer's stand against "anarchy and bolshevism" was expressed in a resolution adopted by the chamber of commerce of Memphis, Tenn. Other telegrams were said to be in a similar trend, but were not given out because they contained some confidential information.

PLACE CAVALRYMEN AT ORDERS OF GEN. WOOD

Chicago, Nov. 2.—The war department today placed at the disposal of Maj. Gen. Leonard Wood, commander of the central department of the army, the 14 cavalry at Fort Sam Houston for use, if necessary, in Colorado in connection with the strike of soft coal miners. In the absence of any developments indicating trouble in the Colorado mine fields, no orders looking to early movement of the regiment were issued.

Federal troops already are in West Virginia and Tennessee for emergency use and General Wood was ready to dispatch further regular army men to any dangerous points upon requests from civil authorities for federal aid.

State troops to the number of 1,000 or more had mobilized or ordered to mobilize in Colorado and Alabama, and other coal producing states, the authorities holding their forces ready for protection of mines and mine properties.

LIEUT. MAYNARD GUEST AT JUMPED-UP BANQUET

Raleigh, Nov. 1.—Lieut. Belvin W. Maynard and Sergeant Cline, his mechanic, "Trixy," the dog and third member of the flying party, were banqueted at the Yarbrough tonight by Raleigh and Wake Forest men.

The Maynard party blew unexpectedly into Raleigh at 3:40 this afternoon after about four and a half hours of flying from Mineola field. The preacher pilot talked of Mineola as though it was a landing out on the Oberlin or Cary road. Yet he drove this distance of 500 miles at a rate of exceeding 100 miles an hour and in his speech tonight said he "just moseyed along."

The banquet was a jumped-up affair which Raleigh gave two days ahead of scheduled time. The people knew the preacher was in the air but not until the afternoon. The flier loped over to Washington from Mineola, stopped an hour and a half and pitched out to Raleigh. The 274 railroad miles were clipped off in two hours and 40 minutes.

The flying preacher sailed over Wake Forest, dropped down to the house tops and opening his 400-horse-power Liberty motor, sang an unheavenly song to the people of the college town. He circled the hill a few minutes, very near the ground, then turned his machine to the skies. In a twinkling it had been lost, and he came to Raleigh. Lieut. Harry Hunsler, fier for the state fair, went out to meet him and brought him to a landing.

Sunday Dr. Hubert Potent takes the aviator to the college town where they will pick out a landing for Monday. On that day Baptists will suspend, run special trains to the town, sign up Governor Bickett and Col. Albert Cox for speeches and entertain their most distinguished student all the afternoon. Lieutenant Maynard will fly over to the college and remain there until he goes to Clinton, where he is fier extraordinary during the fair week.

At the banquet the flying cleric talked quite a deal of his trip across the continent. President Poteat, of the college, was among the speakers. Four great airman, Maynard, Cline, Hunsler, and Turner, were present at the dinner. "Trixy," the dog, made the fifth in the party.

STRIKE OF PRINTERS ON NASHVILLE PAPERS

Nashville, Tenn., Nov. 1.—Nashville newspapers today are continuing publication of their regular editions despite the walkout Thursday night and Friday of the majority of the employes in their composing rooms.

The issues are reduced in size, but sufficient men remain at work to set up the mofe important news.

Since all the printers involved were being paid \$1.25 per day more than their contracts called for and walked out because an additional one dollar per day was not granted, their action is disavowed by the head of the local union and the international organization has ordered them to return to work pending adjustment.

PERSHING FAVORS FORCE OF VOLUNTEER SOLDIERS

Washington, Nov. 1.—A volunteer force of officers and men who served in the great war, so organized as to preserve wartime designations of units, was proposed to the military committee of Congress today by General Pershing as the basis of a permanent reserve to be maintained in future by universal service.

Until universal training got under way, he told the committee, divisions and smaller units now disbanded could be brought back into existence on paper, with enough volunteers from their former personnel to make up the skeleton of a continuing reserve system.

Later, he continued, men emerging from universal training camps could be assigned to these reserve units in their home localities. He suggested that the men thus assigned be assembled for drill or maneuvers "once or twice during the period they are held for possible service" after training though they could not be actually called into active service except in time of war.

The general said the problem of fitting in this plan with any continuance of the national guard as such, was a difficult one. He suggested that the governors of states might be given authority to call the reserve into service in local emergencies, but preferred that their training and organization be distinctly federal.

General Pershing also declared his preference for army promotions by selection rather than seniority, and recommended a single list for promotion. In that way, he said, much "dead timber" could be eliminated and existing inequalities between staff and line removed. The present promotion system he characterized as "absurd."

The witness virtually completed his statement before the committee today, but he asked time to consider some of the questions submitted by members and probably will appear again next week.

McADOO IS EXPECTED TO SOON ENTER THE RACE

Washington, Oct. 30.—It is expected here that William Gibbs McAdoo, will soon throw his hat into the political ring and become an active candidate for the Democratic nomination for President. There was an authentic report at the capitol today to this effect, although nobody is to be quoted on the subject.

Conservative business interest, it is reported, are willing to support the McAdoo boom and the former secretary of the treasury is also popular with railroad workmen, other laboring classes and the farmers.

Mr. McAdoo is holding back because of the Wilson third term, talk but the progress on the peace treaty indicates that the President may soon be definitely out of consideration. Then, it is reported here, the McAdoo hat will go into the ring and the round up of delegates in North Carolina and other Democratic states will begin.

FATAL SHOOTING IN AUTOMOBILE CONTEST

El Paso, Tex., Nov. 2.—Maj. F. M. Scanland, U. S. A., and seven others, including four women, were arrested tonight at Las Cruces, N. M., charged with the murder of John T. Hutchins, of Alamogordo, who was fatally shot today while driving an automobile in a cross-country road race.

The cause of the shooting has not been ascertained. Besides Major Scanland, the arrests included Fred Jackson, of Alpine, Tex., and Harry G. Overstreet, "Chalk" Altman Mrs. Billie Bennett, Mrs. Overstreet, Mrs. P. L. Holbrook and Mrs. E. M. McPherson, of El Paso.

The shooting occurred near Lanark, N. M., 16 miles west of El Paso, during an El Paso to Phoenix race.

Hutchins was shot in the back a bullet penetrating the automobile seat, and lodging near the base of his spine. His motor car was said to have been traveling 45 miles an hour at the time.

Oliver Lee, Hutchins' mechanic, said he heard six shots fired.

Lee piloted the car with its wounded driver to Lanark. There Lee borrowed a rifle and returned to the scene of the shooting with Winchester Cooley and District Judge W. P. Wove, where they took into custody the eight persons held at Las Cruces. The four men and four women were occupants of an automobile.

Hutchins was chauffeur for General John J. Pershing when General Pershing commanded the American punitive expedition into Mexico. He had won numerous automobile races in El Paso and Juarez, Mex.

NEAR-FIGHT OCCURS OVER DISAPPEARANCE OF BOOZE

Danville, Va., Nov. 1.—The timely intervention of Commonwealth's Attorney John W. Carter this morning prevented a fisty clash between W. T. Shelton, one of the state prohibition inspectors, and Reuben Frazier, an automobile driver, in the courthouse. Mr. Carter prevented the delivery of any blows and no warrants had been issued this afternoon. The trouble had its beginning a year ago when one night H. V. Shugart, a revenue agent, with Shelton, raided Frazier's house on a federal warrant, seizing a suitcase containing 13 pints of liquor which they carried away. No warrant was ever issued for Frazier who frequently carries officers on roads and from time to time he has asked for the delivery of the suitcase and its contents.

No record of the liquor being turned in has been made. Frazier says, but he has been offered the empty suitcase in a damaged condition which he has declined to accept. Shelton states that Shugart took the suitcase and Shugart claims that Shelton had charge of it, the state officer saying today that he was unable to account for the misplacement of the wet goods.

This morning Frazier asked Shelton for a settlement and was told by the officer that he knew nothing about the affair. Mr. Carter overheard the automobile driver tell the prohibition officer "You are an old robber." The argument continued from the courthouse to the court-house where the two men finally came together for a few seconds.

GERMANS MUST PAY FOR SINKING BATTLE FLEET

Paris, Nov. 1.—(By Associated Press)—Demand will be made of Germany that all violation of the armistice shall be made good. This has been decided upon by the supreme council which has completed the protocol to the German treaty.

The protocol provides that Germany shall surrender cruisers and destroyers to replace those sunk at Scapa Flow, and also surrender floating drydocks, lighters, cranes, tugs and other naval equipment equal in value to that of the first class battleships destroyed, which Germany cannot replace.

HOLLWEG NOW SAYS HE WAS VERY SUSPICIOUS

Berlin, Friday, Oct. 31.—(By the Associated Press.)—Dr. von Bethmann-Hollweg, German chancellor for the great part of the war, underwent a grilling interrogation before the national assembly sub-committee, which is endeavoring to determine what possibilities for peace had presented themselves during the war.

Commissioner Sinsheimer questioned the former chancellor so insistently upon matters detailed at the morning session that von Bethmann-Hollweg grew almost savage, although for a long time he had adopted an apologetic attitude.

Considerable time was devoted to the part played by Ambassador Gerard, von Bethmann-Hollweg repeatedly asserted that Germany was suspicious of President Wilson's sincerity in offering peace because he (President Wilson) did not confide in Gerard and the latter had to go to the president for information. The ex-chancellor said Ambassador Gerard's observations in Germany generally coincided with his own.

Direct answers were frequently evaded by von Bethmann-Hollweg, who said he could not remember whether he gave Gerard the German peace terms, although they had often spoken of peace and he had told Gerard things he said in the reichstag.

The questions of the examiner here became so insistent that von Bethmann-Hollweg bridled and asked time to study the archives, which until a week ago he had not seen for two years. He said he told Gerard that Belgium must not be used as a military base for another attack on Germany and discussed with the ambassador various military and economical post-war relations.

The former chancellor reiterated that Germany distrusted Wilson because he was known to be dilatory and that he (the ex-chancellor) had told Gerard he was skeptical of the president's attitude. Dr. von Bethmann-Hollweg then described repeated efforts he had made to have the chief censor check Pan-German newspapers in their attacks on the United States, but asserted that people's will for the U-boat warfare was too strong and whether the press was quieted or not the people retained their prejudices.

"I never saw a rosy future," declared von Bethmann-Hollweg "but when the submarine war became inevitable I considered it my duty to assume a confident attitude toward the people, the army and the reichstag, becoming hopeful."

JUDGE SAYS MRS. GRAHAM SHALL GET \$125 MONTHLY

Raleigh Nov. 1.—Judge Guion this afternoon made a ruling in the alimony and abandonment suit case against Major W. A. Graham, commissioner of agriculture, by his wife, Mrs. Sallie Clark Graham, to the effect that Mrs. Graham's allowance, pending a jury trial of the case, shall be \$125 per month instead of the \$150 that Mrs. Graham demanded.

The Judge held that in view of the official salary of the commissioner and the damaged condition of his farm, the alimony modified to \$125 per month would be enough, being half of his salary of \$3,600.

In passing on the case Judge Guion gave lengthy hearing to counsel on both sides in addition to considering the complaint, answer, and the several amendments thereto, as each side has made charges, entered denials and the like. Finally a jury is to pass on the question of whether Major Graham was locked out of the house by Mrs. Graham as he charges, or whether he "abandoned" Mrs. Graham, as she set out in her complaint.