

## AIR MAIL ROUTE IS ESTABLISHED IN WASHINGTON

Cuts Time of Postal Delivery Service Between Capital and New York Nearly 12 Hours.

Washington Bureau of The Omaha Bee, 1311 G Street. By EDGAR SNYDER.

Washington, May 18.—The inauguration of an air mail route between Washington and New York last Wednesday marks an epoch in the history of the Postoffice department, such an event as marked the parcel post and the pony express.

The time taken for the transportation of mail from Washington to New York by train, including the delivery at the postoffice, is from six to seven hours. The time required for the transportation by airplane will not exceed three and a half hours, including an allowance of 30 minutes from the landing field at Belmont Park to the New York postoffice.

The air route will make a saving of at least two hours in the delivery of mail at terminals. But a much greater saving of time than this will be made on account of the special delivery features in the cities and even train connections.

**Half a Day Saved.**  
It is thought that the saving in some instances may amount to as much as 12 hours, by making connections which will avoid the delivery going over to the next day.

Provisions have been made to guard against delays in delivery resulting from accidents to the planes. To meet such an emergency, relief planes will be provided and emergency landing fields have been established at Baltimore, Havre de Grace, Wilmington and New Brunswick.

In case anything goes wrong with a plane, landing will be made at the nearest of these emergency fields, and if the trouble requires more than a few minutes to be corrected, the mail will be transferred to a relief plane and carried on without loss of time.

There are 12 planes now in the service—three at New York, six at Philadelphia and three at Washington.

**First-Class Mail.**  
The rate of postage for airplane mail service is 24 cents an ounce or fraction thereof, all mail being carried as first-class and given special delivery service at the city of destination.

The special stamp provided for the airplane mail service is seven-eighths of an inch long by three-quarters of an inch high, and depicts an airplane of the type to be used in the mail service, in flight. In a curved line, Roman capital letters, above the airplane, appears the words "United States postage," and in a straight line below the picture is the word "cents," with the numerals "24" within circles in both corners. The border design will be red and the airplane blue, forming with the background the national colors of red, white and blue.

The improvement of postal facilities within the past 80 years has reduced the time of delivery of mail between Washington and New York from 32 hours by combined stage coach, railroad and steamboat, to three hours by airplane.

**Improvement of Time.**  
The average rate of speed by railroads in the late '30s was very little, if any, greater than that made by stage coach and horseback post riders. In some instances during the '30s contracts were awarded for horse service because quicker time could be made that way than by railroad. In 1832 the fact was commented upon in the senate in congratulatory terms, that letters and newspapers

## Nebraska Soldiers Tell of Life in Trench and Camp in Letters to Home Folks

Joseph F. Zastera, a graduate of the Howells (Neb.) public schools and also of the Creighton Pharmacy school in Omaha, has recently been commissioned lieutenant at Camp Cody, Deming, N. M., following his attendance at the officers' training camp at Camp Stanley, Tex.

Two other Nebraska men received recommendations for commissions at the camp with Joseph Zastera. They were George Geib and Dan Francis, both of Schuyler. The former attended the University of Nebraska at Lincoln and graduated from the Omaha High school. He is a nephew of C. E. Givits, superintendent of field work for the Child Saving institute, and prominent in that work throughout Nebraska. Mr. Givits has received a letter from George stating that he is now "over there."

Sergeant H. W. Eaton has written to his wife in Oconto, Neb., from "somewhere in France," where he arrived shortly before April 15, the date of his letter. "We did not see any subs," he wrote, "but we had boat drill two or three times a day and night."

"Every one is feeling fine. This is certainly a jolly bunch and there's no chance for any one to have the blues here if they stick around the Greeley county boys. This was the gist of a letter from the Greeley county boys who wrote from Camp Funston an appreciation of the treatment accorded them by the citizens of Greeley

had been "brought from New York, a distance of 250 miles, in 36 hours, and to Boston, 500 miles, in three days."

Prior to the development of rapid through railroad transportation of mail, the postal express furnished the speedy means of communication. This was known as the "Pony Express" and was maintained by establishing numerous stations with relays for horses. Between stations the riders went at full speed, getting a fresh horse every five miles. The post riders were relieved by another after riding about 20 miles.

Letters in the files of the postoffice department, with reference to the operation of the "Pony Express," furnish interesting reading in contrast to the new departure of airplane mail service. By "Pony Express" a trip could sometimes be made from Washington to New York in 15 hours.

**Delivery in 1836.**  
A letter under date of November 28, 1836, thus describes the equipment of the service between Baltimore and Philadelphia:

"I have 25 horses on the road from Baltimore to Philadelphia, five of which are extra for the express mail. Each horse has to run 10 miles every day. In some of the routes they run in and out. I have 13 stands. I have 13 boys, 10 of which are riders. Each rider goes 20 miles. The two bush creeks, Stony Run, North East, Little Elk and Big Elk are sometimes impassable in consequence of high water. But I expect to get permission from the railroad company to cross the last four creeks on the railroad bridges.

"At the Susquehanna I have a good boat and a good ferryman. I can be ready on the day of the delivery of the president's message to start at any hour that you may direct from Baltimore, and run it through as fast as we are now carrying it, or if you wish it done in less time I can by putting double the number on the road and each horse to run five miles and can deliver in Philadelphia in six hours, provided there is no snow to obstruct the stock on that day."

By special arrangement President Van Buren's message to congress in 1837 was carried from Philadelphia to New York by "Pony Express" at the average speed of one mile in three minutes.

and the Red Cross when they left on April 30.

"The spring rains have set in," writes Sergeant Chester Miller, 116th supply train, with the expeditionary forces in France, to his grandparents in Franklin county, Nebraska. The letter was dated April 1. "I am in good health and splendid spirits," he wrote in closing.

"The ocean was very interesting and beautiful at first, but now I wish I was off of it," wrote Harry W. Goff to his mother, Mrs. N. L. Goff, Bayard, Neb., after several days' travel on the briny blue. The letter, dated April 11, was written at sea and evidently con-

veyed the wishes of several of his companions in the 23d engineers corps, who were "sick," literally and figuratively, of sea travel. Harry, however, assured his mother that he had felt no ill effects from the tossing of the big boat. Another letter, dated April 14, followed in which Harry informed his mother of his arrival in France, with the notation "the kaiser didn't get me this time when I crossed the ocean."

### Let His German Blood Out.

"I thought I had a few drops of German blood in my veins, so I pricked my great toe and let them flow out. Now I'm ready to take the oath."

So saying, William Strauburger, an applicant for enlistment in the United States marine corps at Newark, N. J., removed his shoe and displayed to the astonished gaze of Sergeant Thomas Green a bandaged "little pig that went to market."

"How do you know that the blood you let out was German and not some other kind?" asked Green.

"I pricked at a point furthest from my heart," replied Strauburger, who is American-born and pugilistically anti-Teutonic. But Strauburger can't be a United States marine. He lacked the weight and height necessary.—New York World.

## 39 AMERICANS ON PERSHING'S CASUALTY LIST

### Twelve Sammies Reported Missing in Action; Two Definitely Known to Be Hun Prisoners.

Washington, May 18.—The casualty list today contained 39 names, divided as follows:

Killed in action, 3; died of wounds, 3; died of disease, 4; wounded severely, 5; wounded, degree not known, 1;

wounded slightly, 9; missing in action, 12; prisoners, 2.

The following officers are included: Major Alexander Rasmussen, Sherwood, Ore., killed in action; Lieutenant Sherman De More, Chicago, missing in action; First Lieutenant Abraham J. Gordon, Newark, N. J., prisoner, but not previously reported missing.

The list follows:

**Killed in Action**—Major Alexander Rasmussen, Sherwood, Ore.; Privates Joseph S. Lictan, Hammond, Ind.; Joseph A. Zihala, Newark, N. J.

**Died of Disease**—Nurse Lucy N. Fletcher, Concord, N. H.; Sergeant Dan M. Storing, Menomnie, Wis.; Privates Ralph A. Johnson, Houston, Tex.; John Peetes, Holly Grove, La.

**Died of Wounds**—Privates Charles W. Dubouchet, Paris, France; Marvin W. Smith, Koshkonong, Mo.; Giuseppe Vinc, Fairhaven, Vt.

**Five Severely Wounded.**

Wounded Severely—Privates Edward C. Carter, Chicago; Phillip Frost, Bradford, Vt.; Homer H. McAnelly, Cincinnati, Ia.; Harry L. Miller, Hopkins, Mo.; Lemont W. Ruffing, Paterson, N. J.

Wounded (degree unknown)—Private Boyd M. Gillespie, Indianapolis, Ind. Missing in Action—Lieutenant Sherman

DeMore, Chicago; Sergeant Joseph P. Nowlan, Hartford, Conn.; Corporal Sabatini, Brooklyn, N. Y.; Privates Lester B. Clark, New Haven, Conn.; George E. Colver, New Haven, Conn.; Ernesto DeMartino, Hartford, Conn.; Herbert V. Johnson, New Haven, Conn.; John T. McCarty, New Haven, Conn.; Albert L. Mason, Friendship, N. T.; Roy R. Mason, Gainesville, Fla.; Austin M. Ready, Jersey City, N. J.; John J. Milan, South Boston, Mass.

Prisoners (not previously reported missing)—First Lieutenant Abraham J. Gordon, Newark, N. J.; Private, Paul L. Holder, Hastings, Neb.

### He Understood.

"Yes," said the Australian soldier, who was being shown round London, "you've got some fine places here. We ain't got nothing like them in Australia. That place, now, pointing to the hotel at Euston station, "that's a grand place! You do things on a much larger scale than we do."

"Really, I always thought things were ever so much bigger in Australia."

"Well! That there place, now—we'd think that ever so much too big in Australia."

"Yes; but you remember what a lot of people visit London through this station."

"Still, it's a bit big for its purpose."

"That surely you have hotels as big as that in Australia?"

"Hotel! D'you call that a hotel? My word, I thought it was the ticket office!"—London Opinion.

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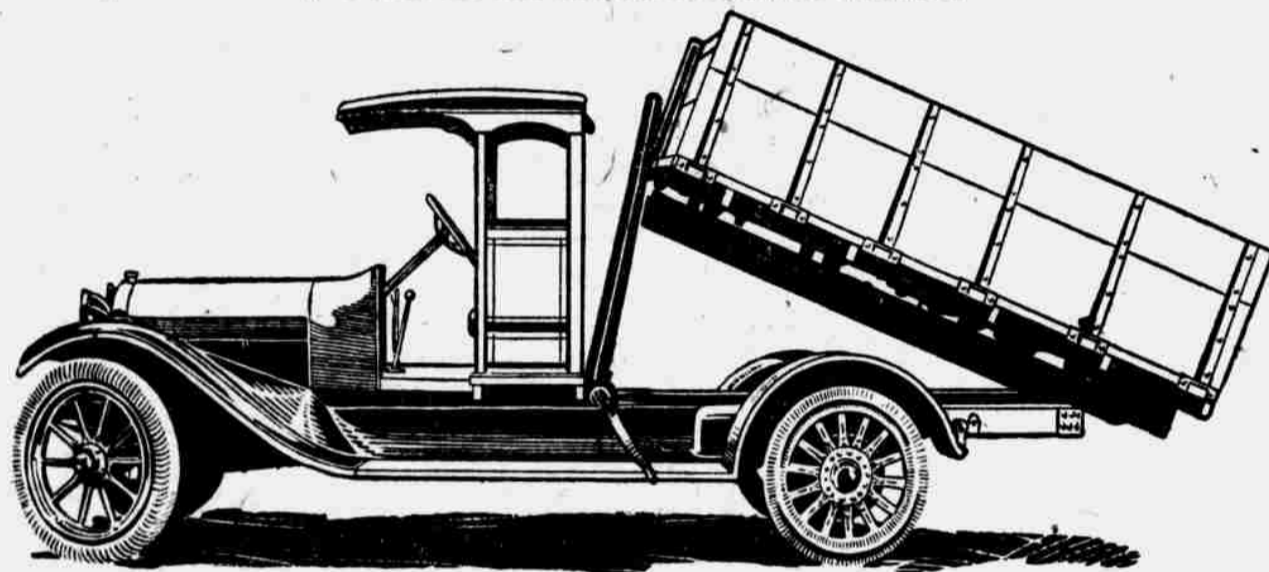
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