



What Society is doing

Mrs. E. L. Shinn and little son have returned from Lynchburg, Va., where they visited Mrs. Shinn's mother, Mrs. J. E. Fletcher, who has been ill. Friends of Mrs. Shinn will be pleased to learn that her mother's condition is much improved.

Mrs. Otto Banck and Miss Dorothy Banck, who have been spending some time at Seven Springs, have returned to the city.

Miss Nellie Reynolds and Miss Leola Parrish, who have been spending the past few weeks in the western part of the State, have returned home.

Mr and Mrs. C. S. Morse left last night for Baltimore and Washington, where they will spend several days.

Misses Nannie McLaurin, of Laurinburg, and Katherine Bayrad, of Oxford, Miss., and Mr. D. M. McLaurin, of Laurinburg, were visitors in the city yesterday, guests at the Orton Hotel.

Mr. and Mrs. E. C. Williams, of Clinton, were visitors in the city yesterday, guests at the Orton Hotel.

Mr. and Mrs. M. E. Julian, of Fair Bluff, spent yesterday in the city, guests at the Orton Hotel.

Mrs. Lewis Finkelstein, who has been the guest of Mr. and Mrs. Chas. Finkelstein, has returned to her home in Florence, S. C.

Miss Nell Harvey Hamme left today for Norfolk and Portsmouth, Va., where she will visit relatives.

On account of the inclement weather yesterday afternoon the regular monthly meeting of the W. C. T. U. was postponed until Thursday afternoon at 4 o'clock at the First Baptist church. All members are urged to be present.

Misses Cora Marshburn and Ruth Dobson, of Catherine, Lake, are visiting relatives in the city.

Miss Eva Dobson, of Atkinson, who has been visiting Mrs. G. C. Bannerman, has returned home.

Mr. J. C. Hemphill and Mrs. Hemphill are spending a few days in the city, guests at the Wilmington Hotel. Major Hemphill was for a number of years editor of the Charleston News and Courier and later editor and part owner of the Charlotte Observer for a short time. For the past several years he has been engaged as special writer on leading Northern newspapers. He is regarded as one of the South's ablest newspaper men. This is his first visit to Wilmington, where he has many friends, in a number of years.

Drainage Relief for Flooded Districts
Prevailing conditions in western North Carolina are such as to justify temporary measures in protecting the crops and soils that are left.

Most of the rich top soil has to some extent been washed away, leaving soil that is low in humus and of a fine-grain texture. Such soils yield easily to erosion, which should be checked until grasses and cover crops get control again. As a temporary relief a system of small falling terraces with half spacing should be immediately established. This can be done during the plowing by throwing up small banks 5 or 6 feet wide, with 6 inches fall in 100 feet and a vertical spacing of 2 to 3 feet apart. These may be abandoned very easily when normal conditions return, or every other terrace may be enlarged and maintained.

To fill the gullies recently made, small earth dams or other obstructions should be built across them, allowing the collected water to pass away through pipes laid under the dams. If nothing is done, these gullies increase in size with each rain.

ALL KIND OF CRAFT BEING BUILT THERE

(By Associated Press.)

London, Sept. 6.—There is a certain small section of British water-front where more ships are under construction today than the entire shipbuilding facilities of any other nation could undertake at one time. They include every type of craft from submarines to battleships and from steam trawlers to Atlantic liners. Most governments lay down their battleships and cruisers singly, and the lesser craft perhaps in Paris, but here battleships loom up as twins, light cruisers by the half dozen, destroyers in rows of ten, with many braces of long submarines, and an occasional monitor.

The war fleet under the hammer and the paint brush here would rank in the naval list above the establishments of several modest maritime powers. It could demolish the two squadrons which fought the battle of Manila Bay with one volley, and then steam against the combined American and Spanish fleets of Santiago with confidence. And the merchant ships in the stocks are as many as the United States mercantile marine has added to its register in several years.

"We have trained crews ready to step on board all these ships as soon as they are fitted," a naval officer remarked.

Under tutelage of Hugh Law, Nationalist Member of Parliament for West Donegal, a party of correspondents spent a crowded day on land, on water, and on ships in dock, at this base. They saw some things which they are not permitted to describe in detail, and many things which they cannot describe for lack of technical

What will they do with that eldest son of theirs?
I heard his old man say he had neither judgment nor foresight.
Then why don't they make him a weather sharp?—Exchange.

Seen the latest?—A beauty specialist says the back may be made highly expressive.

It can when a woman turns it on you.—Exchange.

knowledge; for the ordinary man the visit furnished mostly illumination upon the vast scale on which sea power is arranged, and upon the kind of men who managed it and their hard but cheerful lives.

The general stage setting for this swift review of the fighting and trading vessels under construction consisted of several miles of water-front lines as thickly as could be crowded with skeletons and hulls. The stocks carried everything of the final type—until next year or next week for every new device, new lines of construction. Two years of active service under war conditions have brought a great advance to the British navy, already acknowledged to be leader in most naval matters. Every ship and every detail of a ship, is the last word in its class, according to the war-bought judgment of engineers and fighting officers. In one noticeable detail at least British naval architects appear to have been converted to the principle of one feature of American warships.

The monitors make an appeal to an American because there is a suspicion that other navies were disposed to scoff at them for years. Yet here they are, with all their superficial changes and embellishments a tribute to what the brain of John Ericsson conceived in the sixties. The monitors have been very useful to the British navy in this war. They have been employed in the shallow waters off the coast of Belgium, and even more effectively at Gallipoli. The correspondents there described them fully. Two or three strata of the plying hull may be penetrated by torpedoes, and the monitor can still keep at work with her guns.

Two battleships, almost prepared for the water, according to information rendered, are expected to demonstrate themselves the most efficient machines of their family ever commissioned, and they look it. The battleship standing in the timbers on land with all its lines revealed, showing its adaptability for speed, presents a different picture from the fighting ship seen above water and has a suggestion of a racing yacht. These had been constructed in something like half the time consumed in making a big warship in previous days. There were several so-called destroyers certainly as long as many light cruisers of earlier times, ten of them extended side by side in one row, and others elsewhere.

Just where the super-destroyer leaves off and the light cruiser begins is not a matter of length today. Beyond the destroyers was a line of long thin skeletons of submarines, whose size could not be judged at all accurately in a passing view, even if it could be reported. Compared with the now old fashioned submarine they are as the Aquitania to the Philadelphia.

Floating alongside a dock was a brand new submarine, painted and polished like a touring car fresh from the shop. Her young commander stood alongside and proudly pointed out some of her attractions. From his transparent enthusiasm she might have been a pleasure yacht instead of the vehicle for the most dangerous form of adventure that fighting men undertake. "Of course we are not in the same class with Horton and Holdbrook," he explained, "but I hope you will hear something from X Seventeen," pointing to the number painted on the turret. He observed also that this thing could submerge in twenty seconds.

From this largest shipbuilding station in the world, with its miles of smoking factories, and with its reverberating clangor of thousands of hammers ringing upon steel, the party travelled over night to the most extensive naval base in the world. This was a place where ships run in for repairs, for oil which is almost the only fuel of these days, for ammunition and stores. Here they are replenished, refitted, repainted frequently, and then disappear into the mists of the North Sea, of which a typical one was encountered on the morning of this visit.

The shipbuilding district was a realm of private enterprises, factories and yards where rich firms carry on their own work independently and with no visible traditions of discipline, and no outward signs of professional comradeship, except perhaps in the luxurious offices decorated with models of dead and gone ships dating from eras of wooden and iron hulls, where the directors entertain their friends in peaceful times and now by brief but earnest after lunch speech gave unneeded assurances they were working as hard as the men who wear gold braid.

The naval yards present an aspect of their own. Their whole area and

their activities certainly are as diverse as those of the shipbuilding community, but all is under one management and one directing brain.

There is much more to naval organization than meets the eye in the big fleet putting to sea, and the shore force has its all important work even if less spectacular and less appreciated than that of the fighting men. The naval captain in actual control of his establishment invented the remarkably complex spotting system which governs the fire of ships in action, and probably he and the officers of his staff draw pay which is a mere fraction of the salaries commanded by the superintendent of a ship founder's yard, if the financial recognition governments give their naval officers can be called pay.

Two years ago this was a great naval base, according to reputation, but now its extent and the array of docks and shops and barracks has been so multiplied as to make it a truly vast one.

The force of skilled and common workmen is larger than can be kept at constant employment for they must be able to grapple with emergencies and with quick operations on a big scale. Wireless is a great aid. Every squadron coming into port telegraphs its needs, even the humble submarine does the same. The materials and the men are ready on the docks and in the supply ships when the fighting craft appear. There was an example on view. One of the most massive and swiftest warships in being was shored up inside a drydock, and that necessarily one of the largest docks constructed, to have her hull scraped. Incidentally advantage was taken of the time, as is customary, for a thorough overhauling of every detail of the ship's machinery from keel to topmasts. Fifteen-inch guns, six-inch guns, turret machinery, every detachable or movable fragment of the whole complex creation was being detached, and inspected, scrutinized, tinkered, polished and oiled. Several hundred workmen were engaged. Miles of wires were strewn above decks and between decks, apparently in hopeless tangles, but the expert workers handling them knew what all the ordered confusion meant. The plain citizen who wrangles to achieve a modest rectification of a telephone wire gone wrong would here find cause for prayerful wonder.

Doubtless all natives do the same thing, but one gathered the impression that it is about the ultimate illustration of efficiency in complicated and concentrated work. Through it all the sailor man displayed his adaptability to sleep in impossible places and positions under impossible circumstances.

The trip included a view of Beatty's battleship squadron. There they were — and that is about all that can be said. They were prepared to steam for action at five minutes notice, and they did not care to steam for action with a cargo of newspaper men and a Nationalist Member of Parliament. These could not decently be thrown overboard and obviously were not worth a moment's delay. One ship carried into the Jutland battle an army officer on leave from France who was calling on a brother on board. He returned, fortunately, published it, as his mature and well considered judgment, that he felt more at home, in the trenches. Two destroyers conveyed the visitors around the squad-

(Continued on Page Eight.)



Blouse Models of Rare Distinction

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I serve those who do rough work as for those whose hands show only the soil of play.

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