

THE LUTHERAN SYNOD MEETS HERE THIS WEEK

(By Mamie Bays.)

The North Carolina Synod of the Evangelical Lutheran Church will be held in Wilmington during this week. This will be the 108th session of this body, and it will be held in St. Paul's church, beginning on Wednesday morning, of which church Rev. W. A. Snyder is pastor.

Much interest is felt throughout the State by the members of the Lutheran church, this Synod being a part of the oldest, and by far the largest, Protestant denomination in the world, an eminent German statistician estimating its numerical strength at 20,000,000. The strength of this church in the United States is often not fully realized, but its membership in this country alone is already more than 1,900,000, making it the third largest Protestant denomination.

The chief centers of Lutheran strength are in Germany, Sweden, Denmark, Norway, Finland, the Baltic Provinces, and the United States. There is no organically united Lutheran church in Germany, but it is estimated that of the 36,000,000 Protestants in the empire, constituting about two-thirds of the population, the vast majority are of the line and lineage of Luther. There are in Germany 37 different State churches in the 26 States, and a large proportion of these are Lutheran. The Lutherans include about 98 per cent. of the population of the Scandinavian countries also.

It was in 1623 that the first representatives of the Lutheran church came to the United States, and they did not come from Germany, as is often supposed, but from Holland, as a part of the Dutch colony, which in that year took possession of what is now the site of New York City. The tide of Lutheran immigration from Germany did not begin to flow strongly into this country until after 1793, and the work of the organization of the Lutheran church here did not take place until 1742, when Henry Melchior Muhlenberg, who was justly called the "patriarch of the American Lutheran church," arrived. The progress of the Lutheran church in the United States has been constant from its organization, and that same progress continues, with the promise that the 2,000,000 mark in membership will be reached within a very short time.

While it is true that the Lutheran church has its greatest strength in the countries already named, it is not by any means confined to these countries. The influence of this church has spread in Austria, Hungary, Holland, Roumania, Servia, Turkey, Italy, France, England, Scotland, India, China, Africa, Madagascar, Australia, and to different parts of South America. The missionary spirit has characterized the Lutheran church from its very beginning, in its very constitution it is missionary in spirit, and no church possesses history that is greater in purpose or grander in accomplishment. Luther never lost an opportunity to remain beloved of the needs of the heathen and of the duty of carrying to them the gospel, because he was missionary in spirit. The importance of activity in Home Missions confronted the church very early in its history, while its first work in the interest of Foreign Missions, on a large scale, was not begun until Denmark became a maritime country, although Sweden, in 1554, had started a mission work among the Lapps. It was the Lutheran church in Denmark which inaugurated mission work in India, and Christian Frederick Schwartz, who is known as the "Patriarch of Lutheran Missions," and who went out in 1759, extended his work which he began in India until it reaches into Trichinopoly, Tanjore, and Ceylon. The Lutheran church was the pioneer of Eastern missions and its work antedated that of the English churches by about 200 years. The Lutheran church did pioneer work also in the circulation of the Scriptures, for the German Bible Society, of Halle, began this work fully a century before the organization of the British and Foreign Bible Society, and it was Zinzendorf, a Lutheran, who translated the Bible into the Tamil language.

The missionary spirit of the Lutheran church in the United States also has lost none of its earnestness and vigor. Owing to the multitudes of people who come into the United States from Lutheran countries every year, the church in this country has had to face the responsibility and discharge the duty to Home Missions in an unusual degree, but the vast amount of mission work it has had to do at home, has not diminished its work in the foreign lands; it has kept the world-vision ever before it, and has not diminished its work in this connection.

The work of what is known as the "Inner Mission" is one of the most interesting and one of the most helpful features of mission work in the Lutheran church. The distinctive sphere of the work of the "Inner Mission" is among the children of the church who are wandering and needy. The work of the mission is to place a safeguard around those who are spiritually impoverished and to rescue the fallen. This mission uses in its

THE HOOKWORM.

The Danger of Going Barefooted is Pointed Out by Board.

Raleigh, N. C., May 6.—As the season is now approaching when all children desire to go barefooted, it is well that they should be warned that this pleasure does not come without danger. Until recent years we attached little importance to ground-itch, or to it, so commonly seen among barefooted children who go about in the dew of other damp places. We now know that ground itch is the initial symptom of hookworm disease and if there be a sufficient number of worms entering the skin.

Moreover, it is known that about fifty days after the attack of ground itch the little worms that entered the skin will have found their way to the small intestine and there developed to a size sufficient for them to be easily seen with the naked eye.

They are nearly one-half inch in length. The medicine given to get rid of them, by acting as a poison, causes them to be expelled from the body. By washing the stools through cheese cloth they may be collected.

The harm they produce is now well

ONIONS IN TEXAS.

Crop Along Rio Grande Amounted to 1,143 Cars.

San Antonio, Texas, May 5.—Some notion of the vast onion crop grown along the Rio Grande river in Texas can be gathered from the fact that the Laredo district alone has shipped during the present harvest 1,143 cars. About two-thirds of the crop has been gathered, but the return, so far, has given to the onion farmers more than \$1,000,000. Large shipments have been made from Cotulla, Asherton, Eagle Pass, Gardendale, and points

AS TO AUTOMOBILE RACING NORTHEAST RIVER BRIDGE

Touring the Real Value of the Motor Car—Early Appearance of the Speed Trap—Auto. Notes.

New York, N. Y., May 6.—With the opening of the automobile touring season and the reappearance of thousands of cars on the popular highways have come evidences of renewed activity on the part of local constables, as shown in the frequent reports of arrests for excessive speeding.

In the majority of cases the offenders are those to whom the pleasure of touring are of secondary importance. Their only thought is to drive their machines at the maximum speed rate whenever a level stretch of road opens up before them. Half a dozen of these speed maniacs can do more than anything else to revive the nuisance of speed traps and cause trouble to hundreds of motorists who believe in reasonable driving and a careful observance of the rights of others.

Reports recently received at the Touring Club of America, Broadway and 76th street, New York, indicate that this speed mania has already caused the re-establishment of local speed traps in many parts of Long Island, Westchester county, and the upper part of New York State, and the same policy of warning motorists of these nuisance spots will be adopted this year, as in previous seasons.

Where these traps are particularly obnoxious, scouts will be placed on Saturdays and Sundays, to give proper warning and, at the same time, to caution motorists to observe the rules of the road and all proper touring regulations on all parts of the highway, and not only in particular places.

It is significant of the attitude regarding automobile racing held by the majority of owners that, as a result of the recent discussion by some manufacturers on the subject of racing, many letters have been received by the Touring Club upholding the position of those who seek to minimize the importance of motor racing, placing the greatest importance upon the reliability of the every-day car to travel thousands of miles through all sorts of country and with the assurance of reaching the desired destination successfully.

As one writer remarked, in speaking of the so-called stock car races, the owner of a certain make of car which has figured successfully in a track contest, reeling off the miles at an average of somewhat under sixty seconds, is often induced by this very fact to utilize the public highways for his own racing ground in order to see if his fully equipped touring car can hit it up for a mile or two at the rate of 60 or 70 miles an hour. It is this type of a man who calls forth editorial utterances condemning all motorists and who bring speed traps into existence and local constables into activity.

These are the class of motorists that Justice Norris S. Barrett had in mind when in charging the grand jury in Philadelphia a few days ago, said: "Some owners and operators of automobiles seem to be under the impression that the highways were made for their individual use, and that if a citizen is injured he must not complain, even if it wasn't his fault. Mere fines do not seem to have had much effect upon this class of criminality. It may be a few months in the county prison where the desire to escape a heavy human life is taken, the severity of the maximum penalty of the law would probably have a healthy effect in rooting out this growing evil."

The automobile manufacturers who are not afraid to condemn the racing fever realize thoroughly the opprobrium that all the attendant evils of the racing game bring upon the legitimate use of the motor car. They are fully alive to the fact that unless the speed mania is checked, drastic legislation will surely be enacted. Indeed, indications of this fact are already seen in several bills recently introduced into the legislatures of some of the Eastern States, toward curtailment, of the maximum speed limit now permitted on the highway.

The Touring Club of America while opposing undue discrimination against the motorist, recognizes the fact that he has the same rights, but no more, as every other user of the public roads, and has always advocated the endurance and reliability for long distance touring purposes as the greatest assets of the motor car. The increasing popularity of touring in America shows conclusively that the majority of automobile owners take this rational view of the motor vehicle.

While the Touring Club officers will carefully investigate in the interests of their members and all other motor travelers, reports of speed traps, providing wherever necessary, scouts to warn tourists of the existence of such nuisances, the point will not be lost sight of that motor tourists, being in great majority of motor car owners, really hold the destinies of reasonable automobile use and legislation in their hands.

Residents at Castle Haynes Make Statement Relative to Location of New Structure Near There—Proposition.

Castle Haynes, N. C., April 29, 1911. Editor Morning Star, Wilmington, N. C.

Dear Sir:—As residents of Castle Haynes and of your county, we are much interested in having the proposed bridge over the river near Castle Haynes put where the route will be of the greatest permanent good to the community rather than where it will now best suit the interests of a few parties.

We do not believe that the public knows the facts about this matter, and that powerful efforts are now being made to put the bridge on the route which offers the least advantages. For the reason we would be glad to have you give space in your paper to this letter which gives such facts as we have been able to gather by diligent inquiry.

The site below the A. C. L. and to the west of the railroad the following points:

1. A route about 3-4 miles shorter from Wilmington to Rocky Point, as the road would actually be built.
2. The road would run the whole distance through land of good quality from Castle Haynes to Rocky Point.
3. Only one grade railroad crossing from Smith's Creek bridge to Rocky Point.
4. No heavy cuts or fills to be made.
5. Good grades and approaches to the bridge on both sides.
6. Probably no cost to the counties to secure the right of building the bridge.
7. A free route offered the entire distance and free site for the bridge.

The site at Blossom's Ferry and to the east of the railroad presents the following points:

1. A route about 3-4 miles longer from Wilmington to Rocky Point, as the road would run, using present macadam.
2. Route through practically worthless sandhill and swamp for about 2 miles of the distance between Castle Haynes and Rocky Point.
3. Three grade railroad crossings between Smith's Creek bridge and Rocky Point. The crossing at Castle Haynes, which would not be in the other route, being an especially inconvenient one as trains frequently obstruct the road.
4. A long and expensive fill across the swamps north of the river which would be expensive to maintain as well as build. Also, a heavy grade to be cut away for the approach on the Castle Haynes side. Also expensive construction through a long stretch of sand hill north of the river.
5. Probable necessity to buy the ferry franchise and site for the bridge.

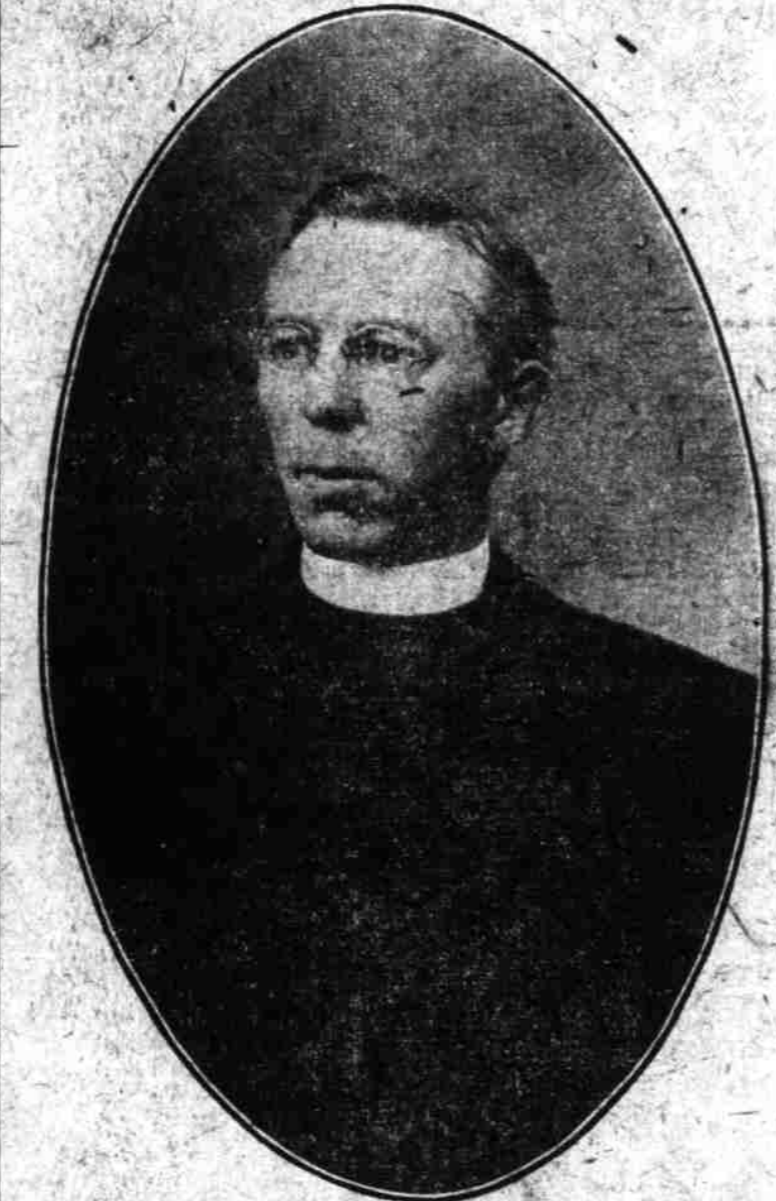
In regard to the relative distance, parties interested in the crossing at Blossom's Ferry estimate a difference in distance against that route of only about 350 feet, but they arrive at this figure by shortening their route by removing curve in existing macadam and by adding to the other route about 1600 feet for a loop to the Castle Haynes depot from the main road and about 1600 feet for another loop from the main road to Marlborough Crossing. Neither of these distances would be traveled by anyone going from Wilmington to Rocky Point, and they are added to make the alternate route appear longer than it really is.

We think that Wilmington ought to draw some trade from the north side of the Northeast river. The strand west of railroad in Pender county is more suitable for development, because it will be too expensive to raise it about 4 feet; and second, because it is too hard to keep it in good fix on account of swamp bottom, and the water in wet weather and by high tide eating sand road away. This road whenever made will, in our opinion, be of not much account for heavy loads or eventually for street cars. We think Wilmington not only wants the bridge, but also good roads, on both sides of bridge and especially short distance between connecting points. It is high time to make a bridge, talked about so long, and it is also very important not to spend between thirty and forty thousand dollars for not the absolute best route.

Rumor has it that some time ago when this matter was under consideration friends of the Blossom's Ferry route in order to make as certain as possible that the county would make the colossal mistake of selecting their route, secured the building of nearly a mile of macadam road from the Castle Haynes depot to the city. They now use this road as an argument in favor of their site and claim that it would be wasted if the other route should be used. As a matter of fact this latter piece of road runs through good land and has its legitimate use in future, independent of its being made a part of the main highway into Pender county.

More recently an engineer was employed to report on the proposed bridge site. We understand that this report has been made sometime ago, but as no action appears to have been taken it looks as if his opinion favored the route below the railroad and that friends of the Blossom's Ferry route are now blocking action.

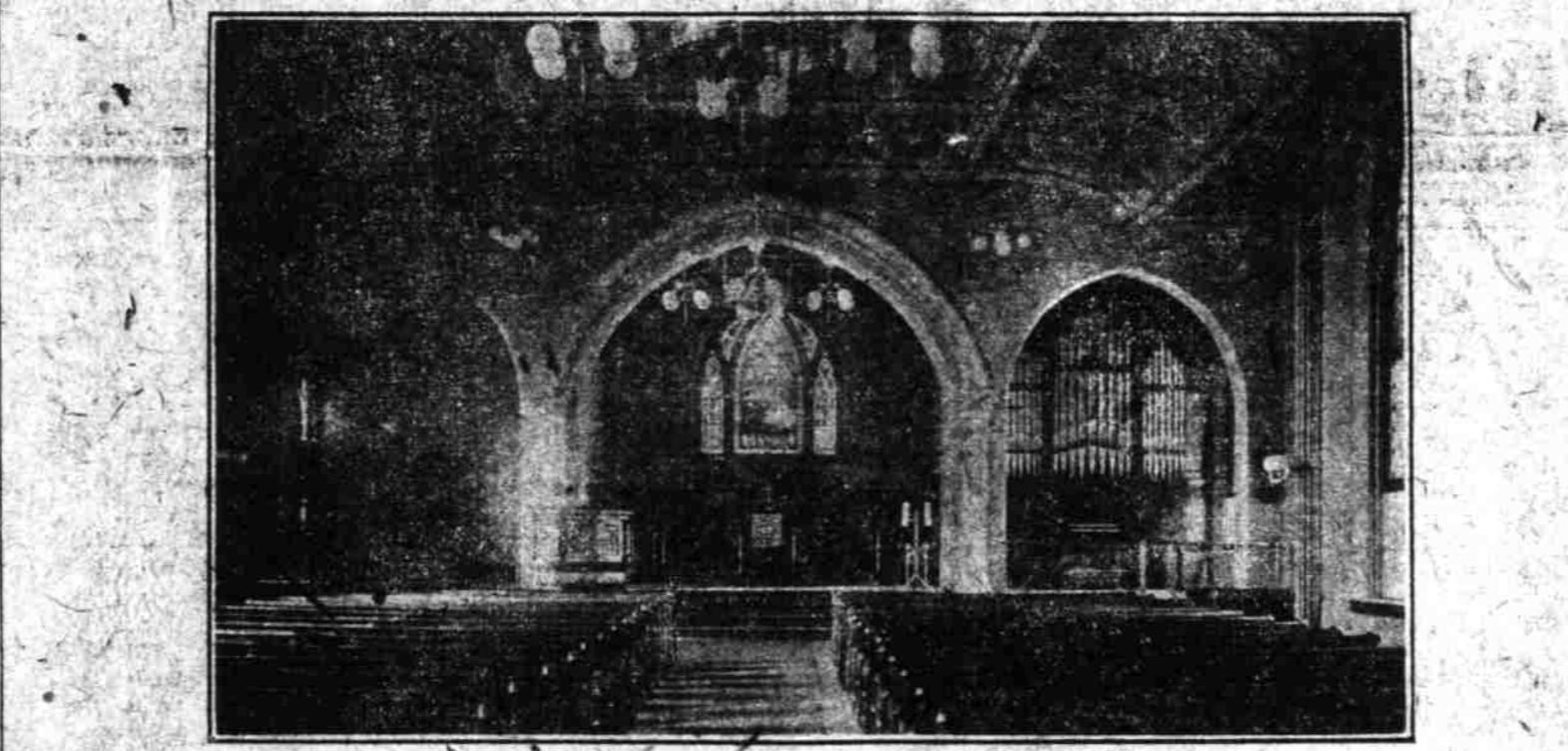
It is hoped that those interested in the actual use of this road and citizens of influence will exert efforts to have their representatives, the County (Continued on Page Ten.)



REV. W. A. SNYDER—Present Pastor.



REV. A. G. VOIGT, D. D.,—Fifth Pastor.



Interior of St. Paul's Evangelical Lutheran Church Where the Synod's Sessions Are to be Held



REV. F. W. E. PESCHAU—Fourth Pastor.



REV. G. D. BERNHEIM, D. D.—Second Pastor.

that it would not develop unless the soil had been polluted by sufferers from the disease. The myriads of eggs passing daily along with the excreta from their bodies develop into tiny microscopic worms too small to be seen. These, when allowed to come in contact with the skin, burrow through, producing an attack of ground itch. The truth of this assertion can be easily proved by making a poultice of polluted soil and applying it for a few hours to some part of the body. Always at the site of such a poultice there develops the ground itch rash,

recognized and does not require discussion at this time. Suffice it to say, that the blood is sapped, the body is stunted, the vitality lowered. Thus the life and happiness of those dearest to me may be blasted. It is now time everyone should know what is meant by ground itch, hookworm disease, polluted soil, and poor sanitary arrangements. Your State Board of Health will be glad to supply this information free to any one who will ask for it.

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