

MANY LEADERS GOING TO S. S. CONVENTION

More Than a Thousand Delegates Expected at State Sunday School Meet in Raleigh.

Many Sunday School leaders of North Carolina are on the program for the State Sunday School Convention which will be in session in Raleigh, April 12, 13 and 14. Prominent among them are: Gilbert T. Stephenson, Winston-Salem; J. M. Broughton, Raleigh; E. B. Crow, Raleigh; D. H. Dixon, Goldsboro; John A. Park, Raleigh; J. A. Brown, Chadbourne; Hugh Parks, Franklinville; Joseph G. Brown, Raleigh; W. A. Withers, Raleigh; Mrs. Chas. W. VanNoppen, Greensboro; Mrs. Martha Dosier Flagg, Jamestown; Rev. Daniel Iverson, Charlotte; W. B. Cooper, Wilmington.

One outstanding feature of the program will be a parade of Sunday School men on the last evening of the Convention. E. B. Crow, teacher of the Vanguard Bible Class of the First Presbyterian Sunday School of Raleigh, is chairman of the parade committee. Effort is being made to get all members of men's Bible Classes of Raleigh to be in the line of march, also all men who are delegates to the convention.

Another feature of the convention which is expected to be one of the most helpful is the Divisional Conferences on the afternoons of April 13 and 14, at which time the convention will divide into four sections, for the Children's, Young People's, Adult and Administrative Division workers.

The program for the main sessions of the convention is said to be very strong. Among the specialists who will speak are Dr. Wm. A. Brown of Chicago, Ill., of the International Sunday School Association; Dr. Joseph Broughton, Atlanta, Ga., superintendent of Tabernacle Baptist Sunday School; Dr. Gilbert Glass, Richmond, Va., superintendent of Sunday School and Young People's Department, Presbyterian Committee of Publication; Prof. H. H. Harris, Professor Religious Pedagogy, Candler School of Theology, Emory University, Ga.; Mrs. Maude J. Baldwin, Chicago, Ill., Children's Division, Superintendent, International Sunday School Association.

Communications are being sent out by the Raleigh Committee on Arrangements assuring the Church and Sunday School workers of the State that Raleigh can take care of all who attend the convention, for besides the hotel accommodations, the committee has secured lodging at the rate of \$1.00 per night for delegates in more than 700 homes of the city. The local committee has arranged to meet all incoming trains during the convention. Delegates on arriving in Raleigh can register and be assigned homes from either the station or Convention Church.

The railroads of the State have granted a special rate of one and one-half fare, certificate plan, provided as many as 250 certificates are presented for validation.

According to a communication from the headquarters of the convention in Raleigh, 6,000 programs of the convention are being mailed to Sunday School leaders throughout the State. Information is also received indicating a large number of workers over the State are planning to make the trip to the convention in automobiles.

PLAN AUTOMOBILE TRIP TO FLORIDA—AND THEN CUBA

F. H. Ziegler, of Elizabeth City, and his brother L. F. Ziegler, of Edenton, who will attend the State Funeral Directors' Association convention at Salisbury, N. C. on May 23, plan to make the trip by auto and extend their tour to Miami, Fla. and Havana, Cuba. They would leave their car at Miami while they saw Cuba, as dry Americans can find plenty of diversion and see sights in Cuba these days without handicap of an automobile.

NOTICE

A state examination for teachers will be held at Currituck courthouse on Tuesday and Wednesday, April 12 and 13, beginning at 10 o'clock a. m. each day. W. D. COX, Supt. c.Apr.8-1t

Here, There and Everywhere

A Digest of Odds and Ends of General News and Information.

Edited For Readers of The Independent.

**TAFT FOR CHIEF JUSTICE** For more than eight years the well-wishers of former President Taft have been wishing on him the position of Chief Justice of the United States Supreme Court. But President Woodrow Wilson couldn't see it that way. The agitation has been renewed, and it has broken in all its fury about the head of President Harding. The knowing ones seem certain that Chief Justice White will resign, because of age, and that Mr. Taft will take his place. In Mr. Taft's case the "wish is undoubtedly father of the thought," and his intimate friends declare that his life ambition has been to be Chief Justice.

In the line of popular worry concerning what to do with our ex-presidents no one has indicated any concern about Mr. Wilson, but in time his case will likely become one of popular interest. There has been a persistence of the notion that Mr. Taft would make a great country will have a chance to find Judge of America's high court. Likely out whether he will or not.

**616 VES-** The shipping slump, **SELS IDLE** perinduced by the dropping off of foreign trade, has compelled the United States Shipping Board to take up or schedule for retirement, waiting assignment, a total of 616 vessels, aggregating 3,725,000 dead-weight tons. At the beginning of March 505 vessels had actually been tied up, while 111 steel ships of approximately 680,000 dead-weight tons were to be added at the completion of their current assignment. Furthermore, it is generally admitted that the ocean liners, which must be kept in service because of passenger traffic, are now being operated at a loss, because of the low freight rates and the scarcity of cargoes. It was recently estimated that the average cargo now obtainable by any of the steamships on the big routes was only 30 per cent of capacity of the Eastbound voyages, and far less than that on the west-bound trip.

The throwing open of the White House gates immediately following the inauguration of President Harding had a fine effect upon the spirit of the Capital, and the Easter egg-rolling on the White House lot was welcomed with an enthusiasm this year that has never been exhibited in any year in all history. It is said that 50,000 children, white and black, took their Easter eggs to the White House grounds; and when they were through the place looked like a huge omelet.

THE RAILROAD PROBLEM

The Washington Post, the "administrative organ," says that "farm products are rotting at the source, labor is demoralized, factories are shut down, fuel supplies are deranged, building operations are handicapped, over shipping arrangements are dislocated, and the people are subjected to unnecessary hardships and expense because of the vital breakdown of the railroads. There is no panic, because the people know the situation can be mastered; but there is a decided sharpening of the public temper and an ominous stirring among the interests that are losing heavily through no fault of their own."

The Post editorial writer further observes that the railroad problem presents two urgent phases—that of finance and that of wage adjustment. "The railroad systems of the United States, broadly considered, are insolvent," the comment continues. "They owe huge sums, their bonds are falling due without means of paying or refunding them, their physical equipment is dilapidated, their terminals are inadequate, and their services are almost universally unsatisfactory to both the passenger and freight departments. The situation constitutes an indictment against the boasted efficiency of Americans."

The late Cardinal Gibbons who began life as a poor boy and rose to the position of greatest power and influence in the Roman Catholic church in America, left an estate valued at \$100,000.

**THE NAVY** The Navy Department **STEAM ROLLER** ment will make no compromise with the "sincere fools" who are talking disarmament. When the Colorado, our newest 32,600 ton dreadnought, slid into the water recently at Camden, Assistant Secretary Theodore Roosevelt voiced his view of disarmament advocates thus: "Some of these people are perfectly sincere pacifists, some of them are perfectly sincere fools, and, incidentally, they are the same thing." Next day President Harding told a delegation of Philadelphia Quakers that the United States could not make naval reductions without the co-operation of other powers.

These are no words without deeds. After a session of the council of the Secretary of the Navy on March 16, Secretary Denby announced that the department would ask Congress to adopt the naval appropriation bill as amended by the Senate Committee and killed by Senators Borah and King. What this means the country does not realize. The Senate bill adds \$100,000,000 to the \$396,000,000 carried by the House bill. It provides for 120,000 men instead of 100,000. It carries \$90,000,000 for the continuation of the 1916 program and adds to it two airplane carriers at a cost of \$20,000,000 each. It makes the initial appropriations for great naval developments in the Pacific, notably a new naval base at Alameda, which will cost \$100,000,000 by the time it is done. Senator King declares that it will require a billion to complete the 1916 program and another half billion for the necessary yards and docks. His estimate for annual maintenance is at least \$500,000,000.

There is a sharp intimation that the navy is to be concentrated in the Pacific. Not only does this mean further

expense; it is a definite threat to Japan. Naval officers are talking in their usual mischievous way of war with that country within three years.

The naval policy of the administration is already clear. Nothing but Congress stands between the people and the proposed orgy of spending which will surely culminate in war. Imperialistic business drives the navy steam roller steadily forward. Only a great popular movement can hurl the deliverer from his seat and reverse the machine. There are signs of such a movement.

**EVENTS IN GREAT BRITAIN** where more than a million coal miners are on strike are drifting in the direction of a paralyzing industrial crisis. Railway men and transport workers are expected to join the striking miners and the government is preparing to take military steps which are further expected to inflame the miners.

**THAT GERMAN** The daily papers continue to tell about Communist uprisings in Germany. The further the soldiers of France penetrate Germany the more trouble appears. The chances for the Allies to collect reparation indemnities from Germany grow blacker. Meantime the Allies have done everything they could to make it impossible for Germany to pay. The Versailles treaty provided that Germany should pay in ships, coal, machinery and labor. After the treaty was signed the Allies found that they had more ships than they needed already and they served notice on Germany they wouldn't take ships on account. When it came to machinery, British and French manufacturers set up a howl and objected to importing German machinery because it meant they would have to buy all replacement and repair parts for this machinery from Germany. And so the Allies wouldn't take machinery on account. And then Germany offered labor to rehabilitate the devastated regions of France and Belgium and the French labor unions protested against the importations of German labor to compete with French workmen. And so the Allies wouldn't take German laborers on account. As for coal, the situation is nearly as bad. France has so far been able to use German coal; but her own mines will be supplying all the coal she needs in a year or two from now and Great Britain isn't going to let France take German coal to the markets of the world in competition with British coal. And so there you go. The Allies have only one hope of collecting from Germany; the hope is that Germany will sell her ships, machinery and other things to the rest of the world, get the cash and pay the cash to France. The rest of the world means simply the United States and the United States isn't going to fall for the scheme. The United States is setting up a tariff wall to exclude these German products and immigration to the United States is to be restricted. How then can Germany pay is a question not unlike the old riddle, how can you get blood out of a turnip? It was suggested that the turnip could be put in jail, but the Allies haven't a jail big enough for this German turnip and jailing a turnip is darn poor sport anyway.

**CONDITION OF** A digest of facts and the **COUNTRY** opinion relating to the condition of the country was issued this week by the Fidelity and Deposit Co. of Baltimore, Md. It is a wonderful piece of statistical work and full of optimism. We are told that raw materials are plentiful and physical transportation conditions are good. There have been no business failure of moment. The crop outlook is satisfactory; and the banking situation has improved. It is believed that confidence in business circles is slowly spreading and that while there is hesitancy the business men of the country are feeling their way with sound business caution, and the country is working back toward a more stable condition.

This is so much encouragement for which we all feel truly thankful, but there remains some embarrassing facts. Retail prices of many commodities continue high out of all proportion to the slump in raw materials and the reduction of wages. The railroads are nearly prostrate. The U. S. Shipping Board announces a deficit of 500 million dollars. The country is short a million houses and there probably are at this time a million families who can't pay house rent because of lack of work.

More than 500 white girls in the employ of the Treasury Department in Washington have fled protests against the possible appointment of Henry Lincoln Johnson, a Georgia Negro to the office of Register of the Treasury.

**MEXICO AND** Did you ever hear of **MOTHERHOOD** a factory that gives its women workers six months leave of absence with full pay when they are to become mothers? There is such a factory. Three months before her child is born a woman worker in this factory goes home. She is attended by a factory physician. Her average earnings are sent her every week. When the baby is three months old she returns to work. There are nurses at the factory to take care of her baby, feed it, change its clothes and put it to sleep in a spotless crib while the mother works. That factory is not in the United States; it is in the government clothing factories at Tacuba, Mexico. And we have been taught to believe that the Mexicans are a lot of barbarians who have no higher aims in life than murdering Americans and overthrowing their own government.

Here's another interesting fact about the policy of the Mexican government. If some agitator comes along with new ideas about running governments and

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STATEMENT OF ASSETS AND LIABILITIES, MARCH 2ND, 1921.

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Table with 2 columns: Asset Name and Amount. Includes Real Estate, Wharves, Machinery and Equipment, Buildings, Steamers and Equipment (20), Seines, New Construction, Furniture and Fixtures, Sundry Assets, Patent Rights, Cash and Bank Deposit, Liberty Bonds, Notes Receivable, Accounts Receivable, Unexpired Insurance, Suspense Accounts, Deferred Charges, Inventory Raw and Finished.

\$9,934,864.35

LIABILITIES:

Table with 2 columns: Liability Name and Amount. Includes Capital Stock paid in Preferred, Capital Stock paid in Common, Bills Payable, Accounts Payable, Capital Surplus, Deferred Liabilities; Preferred Dividends, Balance Net Profits to Stockholders Surplus.

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