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A Ship on The Shoals

Barkentine Vera Cruz III Stranded
Near Ocracoke Inlet.

The Captain Disappeared.

Story of The Dreadful Suffering and
Hardships Of Portugal Passengers
And Crew. The Manifests Show
For Excess of Passengers. Two
Deaths.

On the shoals of Ocracoke Inlet there lies a large three masted vessel the Vera Cruz III. After twenty-nine years of voyages this Portugal barkentine, is at last bound, with the waves of the inlet beating a tattoo on one of her sides, while the wrecking crew sent down to rescue her has reported the undertaking as practically worthless.

On last Friday morning the Vera Cruz came into view from the inlet and put out colors for help. She asked for a pilot and one responded. After some difficulty in making it into the inlet the vessel was anchored to await the incoming tide, in order that she might make it the more easily. But a stiff wind and rough water tore the anchor loose and the big ship was driven ashore during the afternoon. Effort was made to stop her shoal and fight but without avail, and though the pilot done all in his power, her rigging, a square foremast with fore and aft on main and mizzenmast, would not respond readily to the crew and the inevitable soon transpired, leaving the passengers and crew shipwrecked with the rough water beating her sides.

The life saving station at Portsmouth seeing the plight of the craft went at once to the rescue and succeeded in bringing her passengers to a place of safety. The scene of this rescue as given the Tar Heel by an eye witness and one who was aboard the boat is very tragic. Four hundred and thirty passengers stood on the narrow shoal with the water beating around them. Unfamiliar with the country, unable to speak our language and knowing nothing of the nearness of the life saving station, these people stood with the water climbing higher and higher, and quietly awaited their turn for the boats. Only fifteen could go at a time, and though it looked as though death stared them in the face no effort was made to rush for the boats. Almost starved to death with scarce food enough to have kept them alive they stoically met the situation.

After several hours the helpless strangers were successfully landed and the life saving Captain, S. G. Terrell, fed them as best he could in such an emergency. For several days, perhaps weeks, these immigrants had lived on one biscuit a day, with a sip of water. Imagine the dreary hours on the rolling barkentine, with nothing but the waves and the wind for company, unless it be the half starved men who were forced to look into one another's haggard faces and read, thereon the reflection of their own visages. The rescued party were unusually well dressed, and not a dirty man woman or child was among them. Twenty-four women formed a part of the vessel inmates,

and one or two small children braved the great hardships of the sea.

The Vera Cruz, in charge of Captain Julius Fernandez, left Brava, Cape Wert Island on April 1st, bound for Bedford Mass., where she was to have landed 240 passengers according to her manifests. Her crew were marked up as twenty-four officers and men. After leaving the shore the captain says he counted his passengers and found to his astonishment that he carried four hundred and thirty passengers. Fearing he had smuggled, or would be accused of smuggling passengers, in violation of the law, he attempted to return to the African coast, but the wind and tide were against him and after two days he consulted the passengers and decided to make it to his destination. On the 26th, of April the vessel met with a severe storm in latitude 30, longitude 60. In this storm the vessel lost part of her sails. On the first day of May this damage was repaired and the barkentine proceeded on her proper course. After coming on to the coast, south of Hatteras the captain found himself short of provisions and water. At this it was determined to make it ashore and the Vera Cruz III anchored off Ocracoke Beach on May 8th. An effort was made to get into the inlet on May 9th, and just here occurred the fatal mishap which stranded the vessel on the shoals.

The numerous reports regarding the hundreds of deaths caused by the wreck seem to have been without foundation. One man died since the barkentine anchored at the beach, and this death was due to the drinking of salt water. Another is reported to have died the day previous. These are the only deaths. Every man woman and child aboard of the Vera Cruz III, was safely landed and cared for. In addition to her passengers the vessel carried thirty-five casks of whale oil.

The barkentine is six hundred and five tonnage, and drew eleven feet of water. The day after her passengers were landed the Captain and a well dressed passenger, who is alleged to have been the cousin of the ship's owner, are said to have paid a boatman fifty dollars to put them on the mainland, and up to Thursday they had not been heard from. Whether the ship was in the immigrant smuggling business or not cannot be said, though her carrying over four hundred people with only two life boats is considered a legal violation in itself, and the fact that twice the number of passengers called for in the manifest were allowed to get aboard unnoticed has created some criticism, and this in the face of what seems to have been an attempt on the part of the captain to shirk responsibility in taking an apparent French leave, gives the situation a questionable look.

As a matter of fact the barkentine is in good condition and but for her age would be worth re-launching. However, she will likely remain on the sand for some time to come.

The revenue cutter Bontwell, Captain Schlam, carried the immigrants to Newbern, where she was boarded by a quarantine officer. The report of this officer was favorable, showing that no disease was among the party, and considering the hardships they were in good condition.

It is likely that the government will care for the Portugal stran-

gers, who are so anxious to take citizenship among us, and that every effort to care for them until they have passed proper government inspection will be made.

In the meantime the visitors are the cause of great curiosity and souvenirs are sold by them to the people in Newberne and vicinity. The landing of the passengers and crew of the Vera Cruz is said to have been the largest number of people ever landed on American shores in the boats of a life saving station. As a rule such crews are rescued on a large vessel, but in this case the life savers and citizens of Portsmouth and Ocracoke accomplished the work in a rough sea.

MEETING OF CHAMBER OF COMMERCE.

The Sunday Train Has Again Been Side-tracked. A Request Will Be Made to Have Houses and Stores Numbered.

The Chamber of Commerce met Tuesday night in the firemens hall. The following business was transacted:

Ministers of the gospel were elected honorary members.

Report of committee on steamer to Columbia was tabled for instructions.

Messrs Hardison and Tunis reported recommending advertising in Industrial Guide. Referred to committee.

Messrs L. S. Blades, W. J. Woodley and M. N. Sawyer were added to the Inland Waterway committee.

The Sunday train proposition was voted down.

The transportation committee were instructed to communicate with Interstate Commerce Commission reduction of freights.

A committee was appointed to go before city aldermen asking that all stores and residences be numbered.

A committee was also appointed to ask the alderman to provide a city market.

The meeting was then adjourned.

Married at Manteo.

Mr. J. P. Copeland, of New York was married at Manteo on May 3rd, to Miss Laura E. Hurdle, of Belvidere, N. C. Mr. Copeland represents the DeForest wireless telegraph company, and came to Hatteras several months ago to construct the station which the company is placing there. This station is one of the first large stations built for commercial purposes, and will be watched with great interest. Mr. Copeland is a young man and is an electrical expert of experience and talent. He is the youngest electrical engineer who has undertaken the construction of a job of such a size, in the history of wireless telegraph stations. In his abode in this section he has made friends, who welcome him and congratulate him in choosing a pretty North Carolina bride. The young lady is popular and well known throughout this section. She is talented and accomplished and is a fit bride for our friend from New York.

The Tar Heel wishes this young couple a long and happy life.

The Chowan Baptist Association will meet next Tuesday at Woodville church. This is an event generally looked forward to with great interest.

We are Selling Goods Here.

The following from Chicago tells what effect the Elizabeth City market has on the big Western markets. The Chicago firm regard the Mitchell stores as something of importance as may be seen herewith:

Chicago, April 23, 1903.
MR. ROBERT J. MITCHELL,
Elizabeth City, N. C.

Dear Sirs:

We feel deeply indebted to you for your kind words of appreciation concerning our fashion cards. We have a few sets to spare and have thought we couldn't possibly use them to better advantage than to send them where they would be so well received, and so usefully employed. We have sent you by express prepaid another set, and feel sure you will use them to the best advantage. One cannot have too much of a good thing.

Yours truly,
HART, SCHAEFFER & MARK.

VISITS HIS OLD HOME.

A Former Elizabeth City Boy Tells of the Great Western Country.

Mr. Anson E. Cohoon, forester for the U. S. government, is home on a visit to his father F. F. Cohoon. He left Elizabeth City as a boy, ten years ago, and though he makes an annual visit to his birthplace, he says its growth is more surprising each recurring visit. He says: "My work takes me from the Atlantic to the Pacific, and from the Canadian border to the Mexican line, and, frankly, I know of no town experiencing a more rapid and steady growth than Elizabeth City. But one should not be so much surprised at this growth when they once consider the great surrounding country with industries so widely diversified."

Mr. Cohoon will leave in about ten days for Arizona where he goes to inspect and report on a proposed forest reserve in that territory. The tract to be inspected embraces near two millions acres and will be reserved for the proper protection to the water-shed and the irrigation of the great Salt River Valley.

This territory is now the mecca for the scientists, as it is the scene of the celebrated Petrified Forests and the home of the pre-historic Cliff Dwellers. Here is also the great copper mines of Senator Clark, of Montana. These mines are the richest copper mines in the world and are said to net their owners more than a million dollars per month.

City Road Methodist Church.

The Epworth League will hold its Monthly Business and Social Meeting Friday night, May 15, at the residence of Mr. R. J. Williams.

On Sunday at 11 o'clock Children's Day will be observed with exercises by the children of the Sunday School.

Sunday night the pastor will exchange pulpits with Rev. D. H. Tuttle of the First Methodist Church.

Mr. John J. Lawler of Norfolk, arrived yesterday and will make this City his future home, he will engage in plumbing, gas and steam fitting he is located at corner of Water and Fearing streets, see his adv. elsewhere.

See our large line of Buffets, Canteens and Side Boards.
C. W. STEVENS & CO.

Pinner's "Royal"

The Advent of the Elizabeth City
Cheroot.

"A good Cigar is a Smoke."

The Birth Place of the Smoke Habit Among Civilized Nations. History of a North Carolina Enterprise. Reminiscences in the History of Tobacco.

Notwithstanding the fact that James I, of England, wrote a lengthy anti-tobacco document; notwithstanding the fact that Pope Urban VII excommunicated the weed users, and despite the early opposition of the late Amurath IV, Sultan of Turkey, and Emperor of Persia, to the great dispenser of ennuui, the habit of indulging in the nicotine plant has steadily increased.

The expedition sent over to the eastern shores of North Carolina by Sir Walter Raleigh, went back loaded with strange stories, and among the wonders of the new world were Manteo and Manchese, two indians, who had the honor of visiting where Royalty dispensed favor to the Red Skin, who first taught us the lesson.

Charles Dickens failed to find in the savage the "nobility" attributed to him by many others. "His calling rum, fire-water, and me a paleface, wholly fail to reconcile me to him," wrote Mr. Dickens. The fire-water tendencies of the poor indian, may not have perpetuated his memory, yet the day is far distant when we shall fail to honor the memory of the red skin, when we start for a smoke, at the sign of "Lo," the wooden statute which invariably marks the palace of Nicotine. Kipling, after a night of mortal agony, spent in perusing a decree from she whom he loved, finally sized it up, and gave us a classic in his conclusions, "A woman is only a woman, but a good cigar is a smoke."

On Roanoke Island, a few miles from us, where the marble marks Virginia Dare, Manteo and Manchese emigrated, carrying with them their pipes of peace; tokens of good will, no doubt, intended to show the mark of favor which these proud warriors saw fit to bestow on European gentry. Thus we live in the very birth-place of the habit which has penetrated the world, and which has given rise to the market of the contentious Nicotiana.

In Elizabeth City we have one of the foremost cheroot and cigar manufactories in the world. The "Royal Cheroot," is known today in nearly every state and territory. Though little tobacco, of the cigar type is raised in this district the cigars sent from here are of the best. Few of us realize that among our industries Mr. Pinner's plant is one of the best known.

Several years ago Mr. C. W. Stevens, now selling furniture, started out on a small scale with the "Royal Cheroot" and a few good brands of cigars. Mr. Stevens made goods of excellent quality, and to this is due the original popularity of the product. Later salesmen worked the Stevens brands and from one state to another the "Royal Cheroot" managed to gain a foot-hold. The other brands of cigars, of course, had a wider market to compete with, there being several thousand cigar makers on the market. But it has been very

rare that a cheroot has been produced which has in any way substituted the cigar. The well known "Virginia Cheroot," was the first to make its mark. Then came the "Key West," brand, and these two became popular to smokers, many of them preferring the cheroot, to the cigar, it having the combined qualities of a good smoke and an economical valuation. The advent of the trust and the aggrandizement of The American Cigar Company, have not particularly strengthened the sale of the original cheroot. Where trusts get in a hand, and monopoly thrives, it is readily conceded that this lack of competition gives broader scope to inferior qualities. Thus we first smoked and enjoyed the sweet flavor of the "Royal Cheroot."

Made from well selected stock, Mr. Pinner buying direct from the northern markets, the cheroot is qualified for the field in which it thrives. The million dollar concerns which buy standing crops for trust goods, use crops that have failed after purchase, along with crops which have not so failed. Of course there is no one to guarantee a growing crop, and, though goods may be purchased at a lower figure, they are not always the best for this reason. On the other hand the Royal cheroot is selected by sample. An expert manager, of long experience, examines the shipment on arrival, and if it proves inferior it is at once returned at shippers loss. Had you ever thought of this advantage in buying from the man who does not live in the bosmo of the trust market?

This week returned wrappers from states as far south as Georgia, and out to the North West as far as North Dakota, have brought prizes, or premiums, to the smokers of the Pinner brands. This week a large box of handsome ornamental clocks were sent out as premiums to those who save "Royal Cheroot" wrappers.

Among the other brands Mr. Pinner handles are the well known "Pinco," made of imported stock; The "Down Home" cigar, a domestic smoke. Both of these cigars are Sumattra wrapped, with Connecticut binders, and are excellently flavored with Havans and rich Virginia and Pennsylvania fillers. The ten cent cigar, "Manteo" is another good smoke, one of the best, in fact. In its pretty silver wrap, it makes a beautiful appearance and a smoke equally as delicate, and agreeable.

The Pinner goods are handmade, thirty girls doing the work. The out-put is at its fullest capacity something like 3,600 cigars per day. Despite this fact the sale of Mr. Pinner's goods are so remarkable that an order for the high grade "Manteo" was actually delayed owing to the rush of orders for this particular brand.

The management of the factory has from its incipency been in the careful hands of Mr. W. E. Smith, who has built up the "Royal Cheroot," since its birth in 1897. Mr. Smith is a Pennsylvania man, thoroughly posted in his work, and the proof of the Pinner product is due largely to his painstaking effort to make the Elizabeth City plant the equal of any cigar plant in the world. For what it claims to sell and the qualities which the Pinner plant send out, Mr. Smith has certainly accomplished his aim, and has cause to feel proud of the plant, now that it stands in the front rank of the cigar makers world.

Though not one of the largest as yet, the Pinner cigar factory bids fair to become a mammoth enterprise, and already it has assumed a proportion which gives it prestige and weight.