

Culpepper Community Meeting Gets Promising Start

Services at 10 A. M. and 7:30 P. M. Daily—Three Services Sunday—For Everybody at 11 A. M.—Men Only at 3 P. M.—Everybody at Night—Subject: "Holy Spirit."

The Culpepper community revival began Sunday in the Lovill warehouse under most favorable circumstances. Everything was in readiness for the opening sermon and a large crowd greeted the evangelist.

Dr. Culpepper is an evangelist of wide reputation. He has been in the work many years. He believes the gospel he preaches, and while at times it may seem strange and hard, yet back of it is the heart of the man who delivers the message.



Rev. Burke Culpepper.

house is splendidly located and has been seated and lighted and made comfortable. A large platform has been erected for the choir. In the rear of the building a well appointed nursery has been arranged, with competent help in charge.

Announcements.

There will be two services daily—10 a. m. and 7:30 p. m. At the evening service the choir will have at least a thirty minutes' song service.

There will be three services held in the warehouse Sunday. At 11 a. m. Dr. Culpepper will preach a special sermon to everybody. At 3 o'clock in the afternoon he will preach to men only.

Delighted With the Start.

Rev. H. K. Boyer, pastor of the Central Methodist church, said that he was delighted with the progress of the meeting, that it has had one of the most auspicious beginnings that he has ever seen.

A warning is given to parents to not only keep the faith themselves, but to see that their children are reared in the proper atmosphere. "If you have a fine dog or cow you take care of it, and know where it can be found, but if some of you parents had to tell where your boy or girl is or be hanged you would say get the rope, for you do not know where they are," declared Dr. Culpepper in one of his sermons.

Business Men's Prayer Meetings. Each afternoon at 4 o'clock a prayer meeting for the business men is held in some store down in the city. These meetings are largely attended. They last for twenty minutes.

Tobacco Crop Best For Several Years.

Greenville, Aug. 1.—The tobacco crop in this immediate section is probably the best in color, weight and quality that has been grown for several years. While the first curings have a tendency to be light in weight, some of the farmers are exhibiting curings from near the top of the plant that will almost equal in body the heavy tobaccos of the dark belts.

Automobile Price Slashing Started.

New York, Aug. 1.—Announcement of extensive automobile price cuts by several of the leading automobile manufacturers this week generally is regarded in Wall Street as a forerunner of intense competition this fall. Some of the reductions have been the most drastic in years, totalling nearly one-third of former values.

STATE KEEPS UP RAILROAD FIGHT

Opposition to Southern Regaining A. & Y.—Governor Supports Attorneys in Receivership Litigation.

Raleigh, Aug. 2.—Governor McLean said Saturday he had approved plans of Attorney General Brummitt and A. L. Brooks, of Greensboro, for further participation by the state in legal matters involving the Atlantic and Yadkin railroad, now in receivership.

Attorney General Brummitt and Mr. Brooks advised the governor during a conference that action probably would be taken in an effort to prevent the Southern railroad from repossessing the Atlantic and Yadkin in a receivership sale. Other interests of the state in the road also require further participation in legal moves, it was stated.

The state's concern is said to center on the protection of stockholders and in the relation of the A. and Y. to the old Cape Fear and Yadkin railroad. The old C. F. and Y. V., once a continuous line from Wilmington to Mount Airy, was broken at Sanford a quarter of century ago.

The A. and Y. was put into receivership by the Southern, which owned it, last year.

Mr. Brummitt and Mr. Brooks now hope to prevent the Southern from regaining possession of the road when it is offered for sale under the receivership. There was no suggestion as to whether they would seek buyers in opposition to the Southern, though the governor said it had not been suggested that the state buy it.

Mr. Brooks is appearing in the matter as attorney for the commission created by the 1924 special session of the legislature to seek legal recourse in an effort to effect a reunion of the Cape Fear and Yadkin Valley. The resolution creating the commission directed it to first seek relief in the courts, and failing there, to negotiate with the railroad owners as to the possibility of purchasing the continuous line.

The resolution anticipated a report to a subsequent legislature with recommendations. No move in that direction has thus far been made, however.

Bryan Family Separates—Widow Goes to Florida.

Washington, Aug. 1.—Mrs. William J. Bryan left here tonight for Coconut Grove, Fla., where she will reside. Her son, William J. Bryan Jr., accompanied her. Mrs. Grace Hargraves, after a short stay here, will go to Florida to be with her mother for several weeks before returning to her home on the Pacific Coast.

Before leaving Mrs. Bryan said she expects to live at Coconut Grove, where she owns a home, the rest of her days.

The relatives of Mr. Bryan held a brief conference on the sort of marker they will erect for his grave. Some of them want a mausoleum, to harmonize with that of Admiral Dewey, while others thought a plain tombstone would be more to the notion of the Commoner. No decision was reached; the matter will be discussed at other meetings.

Mrs. Bryan rested well last night and was refreshed this morning.

Masonic Grand Lodge Meets in North Wilkesboro Aug. 24

North Wilkesboro, July 30.—The mid-summer session of the Masonic Grand Lodge of North Carolina will be held in North Wilkesboro beginning August 24. The convention will last four days and will be attended by several hundred grand officers and delegates from the various lodges over the state. Local Masons are making preparations to entertain the visiting brethren and to make their stay in "the Key to the Blue Ridge City" pleasant.

The meeting of the grand lodge in this city will be one of the largest conventions held in years.

LETTER FROM JAPAN

Mrs. Frank has been away from home part of this week attending a workers' meeting for women in Matsuyama, the capital of Ehime Prefecture. She was on the program for a talk in Japanese. In her address she expected to make reference to Madame Yajima, the Franco-Japanese of Japan. I see from the paper that Madame Yajima died on the very day on which Mrs. Frank was to speak.

Upon the announcement of Madame Yajima's death the Emperor bestowed upon her the Junior Grade of the Fifth Court Rank in recognition of her remarkable services as a welfare worker. This is the highest rank ever given to persons who have previously been without rank; and she is said to be the first woman upon whom it has been bestowed at death.

Last month we had another great earthquake in Japan. The damage was not so terrible as that occasioned by the great catastrophe of September 1, 1923, partly due to the fact that the centre of the shocks last month was away from any great centre of population and of wealth. As it was, at least sixty-eight million yen worth of property was destroyed, and quite a toll of human lives was exacted.

Next month will probably find us up at Gotemba, under the shadow of Mount Fuji trying to keep cool. Uwajima, Japan, June 19, 1925. J. W. FRANK.

SNOW DAMAGES CROPS IN NORTHERN WISCONSIN

Marinette, Wis., Aug. 3.—Snow fell for five minutes over an area of several square miles yesterday near Amberg, 46 miles northwest of Marinette. Advice today that the freak storm was followed by hail that leveled grain and stripped green corn to the stalks.

MAGIC HOG ISLAND TO GO FOR A MERE SONG

Greatest Shipyards in the World That Grew Out of War Emergency May Bring Only \$3,000,000—Cost \$63,000,000, and Put 122 Huge Freighters into Commission in Jig Time.

New York, Aug. 1.—When the pool of bids for the purchase from the government of Hog Island, the greatest shipyard ever laid down in the history of the world, are opened by the United States Shipping Board on October 1, it will be interesting to learn how much of the \$63,000,000 Uncle Sam spent on the gigantic undertaking is to find its way back into his coffers.

It is thought that the island, with all its paraphernalia of piers, shipways, railroad trackage, warehouses, barracks, steel and wood buildings, water and lighting systems, high-pressure fire fighting equipment and an extensive miscellaneous plant mechanism, will not bring more than \$3,000,000—if that.

Although the United States had been at war with Germany for about six months when the work of converting Hog Island, a sandy waste of scrub trees and marshes and mosquitoes in the Delaware River in sight of Philadelphia's City Hall, into a vast ship-assembly point was begun about October 1, 1917, the speed with which the transformation was effected compelled attention. It was a breathless sort of thing, like rubbing a magic lamp and commanding that a city appear.

The entry of the United States into the World War made necessary the prompt construction of a huge fleet of ocean carriers, ships of one design, which could be fabricated in various parts of the country—for there are more than 29,000 separate parts to the freighters the yard turned out—the units transported to convenient points and there assembled into the completed vessel.

Work on the place was begun about October 1, 1917, and rarely have engineers been faced with such a problem. It meant completely changing the landscape, leveling, filling in and dredging. Fifty shipways, more than in any five shipyards in the country, were planned, and provision had to be made for the housing and maintenance of the legion of steel workers, shipwrights, engineers, and allied artisans who were coming after to throng the place in so short a time.

By the time the upper sandy layer of the island had been penetrated by the diggers it was necessary to thaw the land here or to blast a way through frozen mud there. It was like going through stone. But the work went on and on, day and night, the latter by electric light and the illumination of bonfires by which the chilled workmen clustered at intervals to shake off the penetrating cold.

In time the 50 shipways were completed, but on concrete bases, the great barracks to house thousands of men, the long mess halls, the score of administration buildings, the 72 miles of trackage to transport materials about the island—the entire 966 acres were occupied. Seven piers, with a total length of a mile and two-fifths, were built, and there were more than 25 acres of covered structures erected. There had to be a keen eye to the future of the island as the war progressed, because 1,000 shops all over the country, employing 350,000 men were being mobilized to fabricate the innumerable parts of the vessels which were to glide down the ways at Hog Island.

The contract with the American International Shipbuilding Corporation, acting as agent for the United States Shipping Board, was for the construction of 180 freight carriers of 7,500 to 8,000 tons, to be 450 feet long by 58 feet beam, with engines developing 16,000 horsepower. This required such an army of workmen that the roster eventually rose to 30,000. Each noon hour 16,000 men were fed in the mess halls. Their daily consumption was 12 steers, 189 bushels of potatoes, 15 bushels of

onions, 1,500 gallons of coffee, 3,500 pies, 800 pounds of butter and 7,500 pounds of bread.

These men worked like mad, so fast, indeed, that at one time there were 500 gangs of riveters at work, and in one day they drove 195,242 rivets. There was the keenest rivalry between Hog Island and the other assembly plants in the race to complete vessels, and Hog Island made such progress that the first vessel, the Quistconk, was launched on August 5, 1918, ten months after first ground had been broken on that barren waste in the Delaware River.

There was another distinguished sponsor for a Hog Island freighter. This was King Albert of Belgium, who christened the troopship Cantigny on October 27, 1919.

Though it had been planned that 180 vessels should be assembled at Hog Island, the total sent overboard was 122, and the island was taken over by the government in 1922. Now the government wants to get rid of it to regain a little something of the \$63,000,000 it expended in this Aladdin-like performance.

Ellsworth Says He'll Try To Reach North Pole Again

New York, Aug. 1.—Another dash toward the north pole next time in an airship instead of a plane. This is the hope of Lincoln Ellsworth, famous explorer, he said in an interview tonight.

"I still believe we can reach the top of the world" he smilingly declared. "I have always thought so."

Ellsworth, who was co-leader with Captain Roald Amundsen in the recent effort to reach the pole, returned to his home in New York today from Norway.

He certainly did not look as if the grueling journey into the frozen wastes of the northland told upon his constitution. His color is good, his step elastic and his manner buoyant. There is, however, a somewhat strained look about him. He peers at you intently as he talks.

"We look on the last attempt as merely preliminary," he said. "We hope to try again, although we have no definite plans."

"To a man we are for Amundsen. If we go again we certainly want his as leader."

The Amundsen expedition cost about \$150,000 he revealed. His father gave about \$85,000.

The next expedition, he said, shouldn't cost any more. Amundsen is coming to New York in October for a celebration commemorating the arrival of the first Norwegian settlers. At that time, Ellsworth and Amundsen will discuss plans for their second dash toward the pole.

Jumps From Burning Car; Hit By Another.

High Point, Aug. 1.—Oscar Gamble, of 711 Fifteenth street, Winston-Salem, was seriously injured when struck by an automobile on the Winston-Salem road five miles from here tonight.

Gamble and two companions had stopped at a service station to repair their automobile. The machine caught fire and Gamble in an effort to escape jumped from the car and fell directly in front of an automobile driven by Charles Seavers, of Winston-Salem. He was knocked down and suffered a broken arm and lacerations about the head. He was taken to a Winston-Salem hospital for treatment.

Trying to Save Tiny Babies

Norwood, July 28.—One of the twins born to Mr. and Mrs. Walter Crowell Thompson died Monday morning, and was buried here today. The children were the smallest ever seen here, weighing at birth about 1 1/4 and 1 1/2 lbs. each. They were kept in a condition as close to incubator heat as possible and were fed during the six weeks with a medicine dropper. A registered nurse rendered all the service possible for two weeks. Little hope is held out for the life of the other.