

The Yadkin Ripple

VOL. XXVII.

YADKINVILLE, YADKIN CO., N. C., THURSDAY, MAY 26, 1921

NO. 20

SHOWS DECLINE IN SHIPBUILDING

Lloyd's Register Reports Total of 7,086,766 Ship Tons in Yards of World.

BIG DROP IN U. S. IN YEAR

Total Building Here, 1,102,000 Tons, Is Only About 40 Per Cent of Record Year Ago—Japan Shows Small Gain.

New York.—More than 7,000,000 gross tons of merchant vessels are reported as being in the shipyards of the world, says a statement by Lloyd's Register. Compared with the total on January 1, the 7,086,766 tons, to be exact, represents a decline of less than 100,000 tons, nearly 1 1/2 per cent. The actual decline in shipbuilding activity has been much sharper in the past three months than appears on the surface, says the statement. The total reported for Great Britain, 3,798,593 gross tons, is a gain of 89,000 tons over the January 1 record, but there has been marked reduction in the volume of tonnage on which work is actually proceeding, Lloyd's Register finds.

Work Suspended.
"Included in the total in the hands of British shipyards are 497,000 gross tons of vessels on which work has been suspended, and an additional 350,000 tons, the completion of which has been postponed, chiefly owing to the strike of the shipjoiners, which has interfered with the fitting out of a number of large liners and other vessels," the report continues. "Taking this total of 847,000 tons into consideration, therefore, the total of new ships on which work is proceeding in British shipyards is 2,951,593 tons, or about 20 per cent less than the total at the beginning of the year.

"Additional indications of the conditions in the British shipbuilding are furnished by the returns of launchings and new work begun during the first quarter of this year. New keels represented only 391,000 gross tons, in comparison with 503,000 for the last quarter of 1920, and 701,000 for the quarter ended April 1, 1920. Launchings during the quarter just ended represented 431,000 tons, as against 576,000 tons for the last three months of 1920. Even with the delays due to strikes and other causes, therefore, work is being completed more rapidly than new work is coming on."

Decline in America.
Returns from American shipyards show that the decline which has been in effect more than a year continues, Lloyd's says. The total construction reported under way on April 1 is 1,102,000 tons, only slightly more than 40 per cent of the American total a year ago. The aggregate for all other countries except the United States, Great Britain and Germany (for the last-named no official returns are available) shows a gain of about 25,000 tons over the January total, Lloyd's estimates.

"The apparent world decrease in shipbuilding activity during the last quarter, therefore, has been not far from a million tons, a decline of about 22 1/2 per cent," the statement says.

"In some directions, however, gains are shown in the volume of construction under way. These are most marked in the case of France, which now stands next to the United Kingdom and the United States as a shipbuilding nation, having displaced Holland during the last quarter. A year ago France, with only 240,000 tons under way, was led by Japan, Italy and Holland, and was constructing only 9,000 tons more than the British dominions. Today, with 427,000 tons building, she has nearly two and a half times the total for the British dominions, and leads Japan and Italy by 133,000 tons and 75,000 tons, respectively.

"Japan shows a small gain in the total under construction, as compared with the previous quarter, and Italy, Holland and the British dominions slight decreases."

Cemetery for Speeders.
Middleton, N. Y.—On either side of Otterkill bridge, on the state road between Goshen and Chester, the board of trade of Goshen has erected large signs bearing the following inscription: "Private cemetery across the bridge for reckless drivers." The sign is in black and white, decorated with skull and crossbones. As a result of reckless driving by autists, many accidents have occurred about the spot.

Broke in on the Blessing.
Weston, W. Va.—Prohibition officers interrupted Dave Able as he was saying grace over his noonday meal and arrested him on a charge of operating a moonshine still.

GAINS FOR AMERICAN TRADE

Low-Priced Automobiles Have Effected a Conquest—So Has American Chewing Gum—Patent Food Products Also Popular.

Cairo.—Business men in Egypt, especially foreigners, pay very little attention to the political situation. They admit, of course, that the unsettled conditions of a year ago, as well as the general lack of knowledge of what the future holds for Egypt, is a deterrent to free commercial intercourse. The chief cause for business worry at this writing is the decline in cotton prices plus the general international slump in trade. The two events coming at the same time work more than ordinary hardship to the business life of Egypt.

One business man remarked that people in Egypt realized that the trade of the world was in a bad state; that prices were falling the whole world over, and that there was a general stagnation in buying. But, he continued, "other countries have usually more than one industry upon which to exist. Here in Egypt we must live or die at the whim of King Cotton. This whim is not left in our power to control. We grow the cotton, and Lancashire and Manchester, as well as your big tire fabric centers at home, manipulate the buying price. Of course, every one in Egypt with a grain of common sense, realizes that the law of supply and demand rules; but, depending as it does upon one industry, the business life of the community is more or less left open to unusual perils when that one industry fails."

Bulk of Business Life.
This business man was engaged in the wholesale supply of sundries and novelties. His point of view may be accepted as that of such traders in general—those who buy in Europe, America or Japan and import the goods to Egypt for local consumption. This work constitutes the bulk of the business life of the community. It is not the greatest in point of wealth, however, when one figures the immense amounts involved in the collecting, ginning and exportation of raw cotton. Egypt's normal cotton crop is handled by about a dozen large British and Levantine firms, with headquarters in Alexandria. These latter have been the biggest sufferers, but only from lack of something to do. They rarely invest their money in cotton before the selling season opens, when the goods come from the field.

As the drop in cotton prices began almost at the beginning of this season, the big brokers were thus caught with a great amount of stock on hand. The merchant dealers, on the contrary, continued their buying right up to November and are even now being loaded up with stock, if paid for before shipment, or with obligations if shipped against documents. This is spelling ruin for some of the largest houses. Many serious failures have occurred, and in Cairo alone three department stores have gone into bankruptcy. It is the general opinion that the worst period has passed. Those who have gone through the crisis, either honorably or dishonorably, will, it is believed, live to see another period of fair business weather.

It is common talk here that in business morality Egypt does not compare very favorably with any other big colonial market. Apologists for the country point to the large number of riches engaged in commerce. Syrians and Armenians, Jews from Spain, Russia, Germany, Greece, Smyrna and Palestine; Arabs, Greeks, British, Americans, French and Italians all go to make up the commercial life of the place. It is a five-language country in business. First and most important, of course, is Arabic; then come French, Italian, Greek and English.

Growth of American Trade.
American trade with Egypt has made wonderful progress, considering the fact that before the war this market rarely knew American goods. The bulk of the shipments arriving from home, however, in 1920 consisted of coal from Newport News and flour from the North. American automobiles have captured the market, but no high-priced American cars are in evidence. It is explained that the cheaper to middle-priced American car is a more attractive purchase to the Egyptian and Levantine than similarly priced cars made in England or on the continent. Prompt deliveries, of course, were largely responsible for the American conquest of this field. When vessels from New York or Boston were arriving weekly with consignments of automobiles, only one or two cars a month were coming in from Europe.

American sundries and patent food products have made marked progress. On every hand one sees America's favorite breakfast dishes advertised and displayed. American chewing gum has become the craze of the natives.

STRICT CONTROL IN ITALY

Thieves at Naples Get High Prices for American Passports—Keen Competition for Foreign Ships—Maintain Close Inspection.

Naples.—The number of immigrants to the United States this year will only be limited by the capacity of the steamships, according to United States Consul Homer W. Boyington, who has been here for 15 years and has a good knowledge of the situation. The Italian companies lost a good many steamships during the war and have not yet been able to replace them, while the foreign vessels calling at Naples and Genoa for immigrants have dwindled since the war to an almost negligible number.

The consul said that the Italian government had consented to permit surgeons in the United States public health service to be present at the inspection of the immigrants before embarkation, so that they will be able to sign the bills of health and stop the detention of the steamships on their arrival at the quarantine station in New York. There have only been two cases of typhus in this port and they were Greeks from Piraeus. In consequence of this the government has put a tight ring around Italy and no alien immigrants are permitted to pass the frontier. The steamships leaving Italian ports for the United States now only carry Italians, and Poles, Czechs, Croats, Greeks, Ukrainians, Roumanians and other nationalities will have to sail from some other ports like Danzig, Bremen or Hamburg.

The staff at the consulate consists of 25 clerks, stenographers and interpreters, etc., who are chiefly employed in handling the hundreds of immigrants who through the bureau on the Via Santa Lucia all day long. Women with babies in their arms have precedence over all other applicants by orders of the consul. Under normal conditions the immigrants get away within three months of the date of their visas on the passports, but on account of the holding up of the liners in New York through the typhus scare, they are now fully six months behind, according to the officials.

Passports Closely Scrutinized.
The greatest care is exercised at the consulate to see that no more get by with false passports or counterfeit visas. The immigration authorities are also notified at New York to look out for the private marks on the passports, which will be changed from time to time in case they get known to the Italian crooks who are making a fat living by fabricating passports and visas for immigrants who may have some charges against their character which would prevent their obtaining a visa on their passports at the American consulate.

Two Americans who arrived from New York by the Canope had their passports stolen and had to proceed to Rome to obtain emergency papers at the United States legation after getting identification certificates at the consulate here. These stolen passports, the officials say, are sent to Ancona or to Cosenza, which is near Naples, and the seals and visas are taken off and used for other passports. A well-executed false passport is worth 1,400 lire, about \$30 to \$60 United States currency, according to the rate of exchange, which changes daily. At the consulate it was said that these two stolen passports would net the pickpockets who took them about 1,000 lire. Passengers are warned on landing in the custom house to be careful of their pocket-books and passports, as the Neapolitan purse snatchers are famous for their dexterity of their fingers. The police were notified of the loss of the passports belonging to the two Americans, but they were not recovered.

All intending immigrants seeking American visas have to produce their permits to leave the country, military papers (if they are males), vaccination certificate and the dossier from the chief of police of their district to show whether any criminal charges have ever been preferred against them. The American authorities have not interfered with the inspection of the dock before embarkation, as they left that to the officials of the steamship companies. The Navigation Generale, the White Star and other lines sailing from Italian ports have organized their own sanitary plants, and the immigrants are put through a thorough check-up before they are permitted to go on board the ship. The inspection is done by the Italian doctor on the steamships and the doctor of the shore.

First a Bath.
The first thing the immigrants are to do is to take a bath and if necessary to have a shave and a haircut. Whiskers and beards are shaved under this ruling and only a moustache is allowed.

While they are undergoing the cleaning process the clothes of the immigrants is inspected and thoroughly disinfected. They are then taken to a table where they are made to state where they have been, and the consul has been properly informed and

Everybody Now Joins in Standing on The Road Map

The road meeting held in Yadkinville Thursday was a very harmonious one after the crowd assembled here and the dissenters from the scheduled map decided to fall in line and help the general schedule through, and it was the unanimous decision of the road commission that the roads as mapped out, running from Winston-Salem to Yadkinville, Brooks Cross Roads and Wilkesboro, and from Statesville to Brooks Cross Roads and Elkin should be built, and they were urged to build this road as the next one in this road district.

Three members of the State Highway Commission were present, these being Hon. R. A. Doughton of this district, Hon. J. Elwood Cox of High Point, and Mr. Wilkinson of Charlotte, all very agreeable gentlemen and seemingly wanted to do

something for the mud bound "lost provinces" of the west. The meeting was presided over by Attorney D. M. Reece, and talks were made by Attorney J. Lindsey Patterson, Mr. Harry Froeber, Mr. E. T. Mickey, Mr. O. B. Eaton and others of Winston; Hon. R. N. Hackett, Hon. C. H. Cowles and others from Wilkesboro. Attorney Wade Reavis made the principal address presenting Yadkin's claims.

The lone dissenter in the meeting was Mr. Will Swaim of Jonesville, and he did not dissent long for the house was not in any mood to entertain a dissenter.

Everything went off nicely and everybody went home happy. When the road will be built we cannot say, but it will undoubtedly come straight through Yadkin.

Chief Justice White Died Last Thursday

Edward Douglas White, veteran chief justice of the United States Supreme court, died in Washington Thursday morning. The chief justice was 76 years old and had enjoyed robust health until recently when his health failed him.

Chief Justice White was appointed to the Supreme court bench by President Cleveland in 1894. He was a native of Louisiana and a Catholic in religious faith.

Funeral and burial were at Washington Saturday.

State News Items

High Point is to get the Methodist Protestant college. There were several other cities in the race for the college but the furniture city won.

Theodore Hayworth, aged 15, was struck and killed by a train in High Point Monday. He was riding a bicycle along the track.

The North Carolina Merchants Association will hold its 19th annual convention in city of Greensboro June 21, 22 and 23.

Sam Hooker, of near Madison was shot and killed by his son, John Hooker, a few days ago. The son claims self-defense.

Fire in the plant of the Steiffel Mattress Company in Winston last week did considerable damage.

The body of John Hill, of Lexington, was found in the Yadkin river a few days ago. It is thought he committed suicide.

Mr. Ralph Shutt, of the Atwood section of Forsyth county, killed a black eagle recently and measured 5 feet and 1 inch from tip to tip.

Miss Harriet Stewart of Catawba county committed suicide Saturday by drowning herself in the Catawba river. She was 89 years old and mentally unbalanced.

The May Day parade was called off in Durham because no brass band could be secured to lead the procession.

Elkin Had Big Fire Last Wednesday

The plant of the Elkin Furniture Company, together with all machinery, a large stock of finished furniture and much rough lumber was destroyed in a fire which occurred in the plant last Wednesday night. The loss is estimated at about \$100,000. The fire was discovered in the basement of the company's plant about 10:30 and by midnight everything was in ashes. Just how the fire started is not known.

It is stated that about \$25,000 insurance was carried on the building and contents.

Federal prohibition agents in the country at large have been reduced from 1,200 to 500 for 40 days—until July 1st, when more funds will be available to pay salaries with. In North Carolina every federal prohibition enforcement officer is laid off for 40 days and nights.

W. N. Mebane, of Burlington, bled to death after having some teeth extracted.

Notice
North Carolina In Superior Court
Yadkin County S. G. Miller and T. F. Miller vs M. H. Branon Service by Publication

The defendant above named will take notice that an action entitled as above has been commenced in the Superior court of Yadkin county, arising upon a promissory note, dated October 16th, 1919, for two hundred and fifty dollars, given by the defendant to the plaintiffs, and that the plaintiffs have taken out a warrant of attachment against the property of the defendant; and the said defendant will further take notice that he is required to appear before the Clerk of the Superior Court of Yadkin county, at his office in Yadkinville on Tuesday, the 7th day of June, 1921, at 2 o'clock p. m. and answer or demur to the complaint, or the plaintiffs will apply to the court for the relief demanded in said complaint. This the 3rd day of May, 1921.

J. L. CRATER, Clerk of Superior Court.

NOTICE
North Carolina In Superior Court
Yadkin County P. H. Norman vs M. H. Branon Service of Publication

The defendant above named will take notice that an action entitled as above has been commenced in the Superior Court of Yadkin county, arising upon a promissory note dated on the 31st day of March, 1920, for two hundred and ninety-six and 52-100 dollars, given by the defendant to W. B. Sizemore, and that the plaintiff has taken out a warrant of attachment against the property of the defendant; and the said defendant will further take notice that he is required to appear before the Clerk of the Superior Court of Yadkin county at his office in Yadkinville, on Tuesday, the 7th day of June, 1921, at 2 o'clock p. m. and answer or demur to the complaint or the plaintiff will apply to the court for the relief demanded in said complaint. This the 2nd day of May, 1921.

J. L. CRATER, Clerk Superior Court.

American Flyers Given 40-Acre Polish Farms

Warsaw.—Nine American members of the Kosciuszko air squadron, all soldiers of fortune, recently were awarded 40 acres of land each near the Polish-Russian frontier, as outlined by the Riga peace treaty.

All officers and soldiers of the Polish forces are being provided with tracts along Poland's eastern boundary, under a system worked out by the government, provided they take up cultivation of the land upon leaving the military service. By this plan Poland hopes to have trained men settled permanently where they would be handy for service in case the country is ever attacked again from the east.