

BIG WOODEN FLEETS TO SHIPPING BOARD IS

Each of them will have a Capacity of 3,500 Tons and Be 290 Feet Long - Will Keep Our Allies Abroad Supplied With Food.

GERMANY'S unprecedented submarine warfare may have a precedent after all, so far as results go, in the ancient case of the toad that jumped up one foot and fell back two feet every day in its efforts to get out of a hole.

Germany is the toad. Her one foot jumps may be measured by the tonnage of the cargo ships she is destroying for the purpose of starving her enemies by shutting off their supplies. (Of course the sinking of hospital ships does not have any direct bearing on this problem, because it is merely a matter of arithmetic and not of sentiment.) The two foot falling back is measured by the new tonnage that the United States has set itself to provide by constructing wooden vessels with various modifications on a type long since abandoned as unprofitable in an age of steel, says the Philadelphia Public Ledger.

Imagine a schooner of the coasting trade without sails, with her masts

THWART U BOATS; RUSHING COMPLETION

Estimated That Our Shipyards Can Turn Out a Total of 290,000 Tons a Month, Sufficient For Needs, Including Reserve Supply.

this steel age, at first scouted and ridiculed by the naval architects of the country as impossible and absurd, came to the shipping board from two separate sources almost simultaneously, and the two men to whom the credit belongs are F. Huntington Clark of New York and F. A. Eustis of Boston, both young mining engineers, who had never heard of each other and neither of whom has had any experience in the building or operating of ships.

But each, working independently as an individual American citizen desirous of contributing at least an idea to the work of defeating Prussia, arrived at the one conclusion that the only thing to do was to build ships and more ships and turn them out so quickly that the submarines could be outplayed by sheer force of numbers of food carrying vessels.

Clark's first notion was that the thing should be done in steel; that quantities of vessels, made in standardized parts and shapes, could be put

the steel already pledged to the navy department for big warship construction that could not be finished for two or three years to other war and war commerce purposes that may be put through within six months.

Each to Cost \$300,000.

The cost of building and equipping a cargo vessel will be \$300,000, or 1/3 of the cost of a steel vessel of the same capacity. To construct the entire fleet of a thousand boats will take a timber board feet of timber, but this is not a drop in the bucket as compared with the country's annual supply of new lumber. Something like 40,000,000,000 feet were cut last year.

New timber of the Pacific coast, says Mr. Denman, can be subjected to a very simple treatment and then put into a vessel in the course of ordinary time of construction and serve the purpose almost as well as old, more seasoned timber. The difference is so slight that the timber supply factor of the enterprise offers no material difficulty. The wood that will be used will be Oregon fir in the Pacific coast yards, long leaf yellow pine in the south and pine in the Maine yards.

Although the wooden shipbuilding industry in this country long since went into a decline, there are at least one hundred yards on the Atlantic, Pacific and gulf coasts petitioning for the work, and each of them that can qualify will get a part of the big contract from General Goethals' corporation, which has \$50,000,000 at its disposal for this part of the war undertaking. These yards are small and large, ranging all the way from capacity for building one vessel at a time to twenty-five.

Much of the material will be standardized, and this, together with some

REPORT OF THE CONDITION OF

THE BANK OF FOUR OAKS, Directors.

At Four Oaks, North Carolina, at the Close of Business May 1, 1917.

RESOURCES.	
Loans and discounts.....	\$109,526.38
Overdrafts secured and unsecured.....	346.27
Banking Houses, \$1,690.00	
Furniture & Fixt., 885.00	
Due from National Banks.....	2,575.00
Gold coin.....	5,508.22
Silver coin, including all minor coin currency.....	333.50
National bank notes and other U. S. Notes.....	285.91
Total.....	\$120,425.28

LIABILITIES.	
Capital stock paid in.....	\$ 10,000.00
Undivided profits, less current expenses and taxes paid.....	4,099.75
Dividends unpaid.....	16.00
Notes and bills rediscounted.....	50,000.00
Bills payable.....	5,000.00
Deposits subject to check.....	43,674.21
Time Certificate of Deposit.....	6,819.49
Cashier's Checks outstanding.....	425.83
Accrued Interest due depositors.....	390.00
Total.....	\$120,425.28

STATE OF NORTH CAROLINA, County of Johnston, May 10, 1917, I, B. I. Tart, Cashier of the above-named Bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

B. I. TART, Cashier.
Subscribed and sworn to before me, this 10th day of May, 1917.

C. W. BANDY, Notary Public.
My Commission expires Mch. 15, 1918.

CORRECT—ATTEST:
B. B. ADAMS,
J. W. SANDERS,
DR. J. H. STANLEY,
Directors.

NOTICE.
State of North Carolina, Johnston County, Pine Level Township.

W. J. BALDWIN
Vs.
J. L. Creech.

The defendant above named will take notice that a summons in the above entitled action was issued against said defendant on the 11th day of May, 1917, by W. F. Gerald, a Justice of the Peace of Johnston County, North Carolina, for the sum of \$29.65 (twenty-nine dollars and sixty-five cents) due said plaintiff by note, which summons is returnable before said Justice at his office in Pine Level, in said County and in Pine Level township, on the 15th day of June, 1917. When and where the defendant is required to appear and answer or demur to the complaint, or the relief demanded will be granted.

This the 11th day of May, 1917.
W. F. GERALD,
Justice of the Peace.

NOTICE OF LOSS OF BANK OF SMITHFIELD STOCK.

WHEREAS, the Bank of Smithfield issued to C. M. Wilson, Certificate No. 122 for 2 shares of its capital stock, on January 27, 1913; and WHEREAS, the said Bank of Smithfield was converted into the First National Bank of Smithfield since the issuance of said stock, and the Certificate of stock in the old Bank of Smithfield having been lost, stolen, or destroyed, the said C. M. Wilson has made application for Duplicate Certificate of stock, and this is to serve notice that if any one is in legal possession of said stock, they will present the same on or before the 12th day of June, 1917, or a new Certificate will be issued therefor, to the said C. M. Wilson, as provided by law.

This 11th day of May, 1917.
FIRST NATIONAL BANK OF SMITHFIELD,
Successor to
THE BANK OF SMITHFIELD,
By R. N. AYCOCK, Cashier.

NOTICE OF LOST CERTIFICATE OF DEPOSIT.

Whereas K. E. Peedin was the owner of time Certificate of Deposit, No. 3232, in the sum of \$240.00, issued by the First National Bank of Smithfield, on April 26, 1917; and Whereas the said Certificate of Deposit has been lost, stolen, or destroyed, and the said K. E. Peedin has made application to the First National Bank of Smithfield for a duplicate thereof;

NOW THEREFORE, this is to notify any person who may claim to legally hold said Certificate, to present the same at the First National Bank of Smithfield, in its office at Smithfield, on or before the 12th day of June, 1917, or a Duplicate will be issued to said K. E. Peedin, as provided by law.

This 11th day of May, 1917.
FIRST NATIONAL BANK OF SMITHFIELD,
By R. N. AYCOCK, Cashier.

SEND US TEN CENTS AND WE will send you a copy of Turner's North Carolina Almanac for 1917 Herald Office, Smithfield, N. C.

Magnolia Balm LIQUID FACE POWDER.

The beauty secret of women who know how to take care of the complexion. Cannot be detected. Heals Sunburn, stops Tan. Soothing, cooling, refreshing. Pink, White, Rose-Red. 75c. at Druggists or by mail direct. Sample (either color) for 2c. Stamp. Lyon Mfg. Co., 40 South Fifth St., Brooklyn, N. Y.

\$7.35 From Smithfield.

TO WASHINGTON ACCOUNT CONFEDERATE VETERANS REUNION

Selling Dates
From Virginia and the Carolinas, June 2nd-7th, inc
From Georgia, Florida and Alabama, June 1st-6th, inc

Tickets limited to reach final destination not later than midnight June 21st, extension of final limit to July 6th, 1917, may be obtained by deposit with Terminal Agent and payment of fee of 50 cts.

LOWEST RATES EVER OFFERED TO THE NATIONAL CAPITAL

For reservations or any information, address any agent of the ATLANTIC COAST LINE
T. C. WHITE, G. P. A.
Wilmington, N. C.




Let us do your Job Printing -- Best work and moderate prices.

Books for Children

The average child likes a Book, and the parent who provides his child with a good Book, is doing a good deed. We have in the list below a few Books suitable for Children from four to ten years of age. We have one copy each of the following:

- Flop Ear, the Funny Rabbit.....50c
- Pilgrims Progress, in words of one syllable.....25c
- The Tale of Brownie Beaver.....40c
- The Adventures of Reddy Fox.....50c
- The Adventures of Johnny Chuck.....50c
- Mr. Possam's Great Balloon Trip.....50c
- Mr. Rabbit's Big Dinner.....50c
- How Mr. Rabbit Lost His Tail.....50c
- How Mr. Dog Got Even.....50c
- Making Up With Mr. Dog.....50c
- When Jack Rabbit Was a Little Boy.....50c

For Older Children

- Waste Not, Want Not Stories.....50c
- Bird World, by Stickney and Hoffman.....50c

Books for Boys

- The Woodcraft Manual, by E. S. Thompson.....50c
- Lives of the Presidents, by E. S. Ellis.....50c
- Civil War Stories—From St. Nicholas.....50c
- Life of Thomas A. Edison.....50c
- George Washington, by W. O. Stoddard.....50c

Herald Book Store

Smithfield, N. C.

UNITED CONFEDERATE VETERANS

27TH ANNUAL REUNION

SONS OF VETERANS—22ND ANNUAL REUNION

Washington, D. C., June 4th-8th, 1917.

ROUND TRIP FARES

VIA

SOUTHERN RAILWAY SYSTEM

Round Trip Fares from Principal Points as Follows:

- RALEIGH, N. C. - - - - \$6.85
- DURHAM, N. C., - - - - 6.80
- GOLDSBORO, N. C., - - - - 7.25
- SELMA, N. C., - - - - 7.25
- CHAPEL HILL STA., - - - - 6.80
- BURLINGTON, N. C., - - - - 6.80

Fares from other points in same proportion.

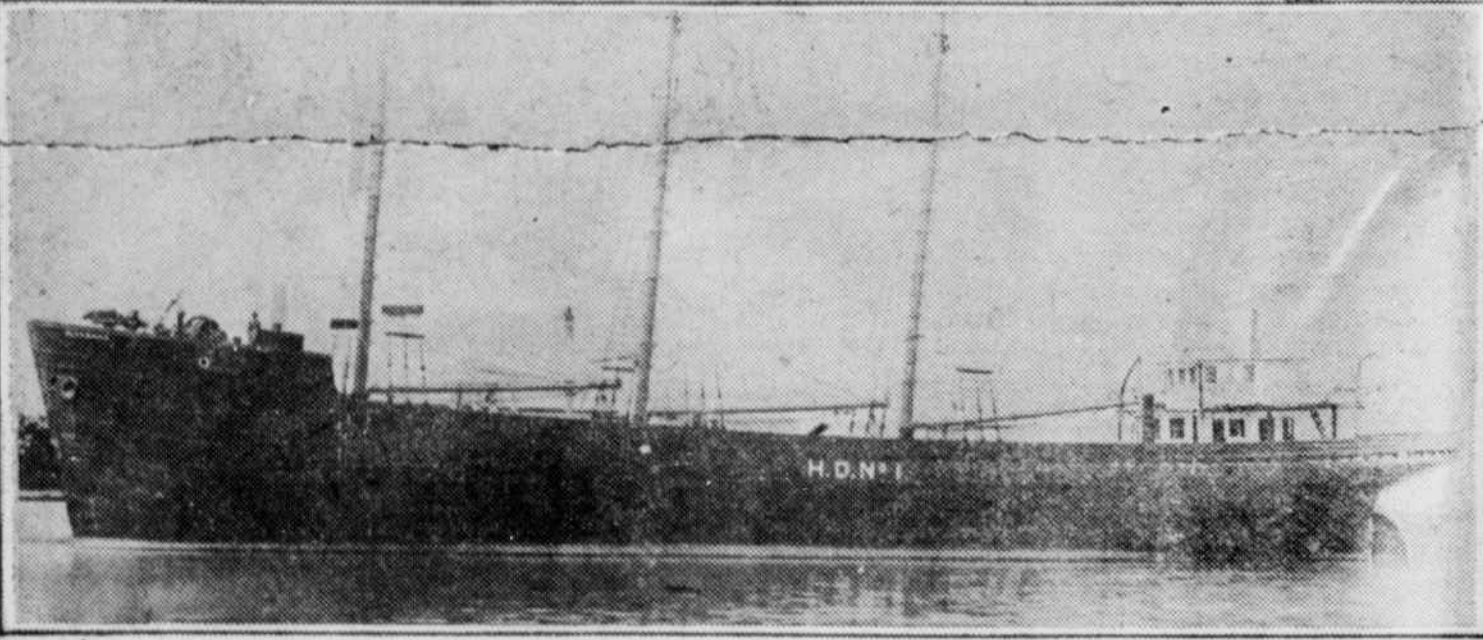
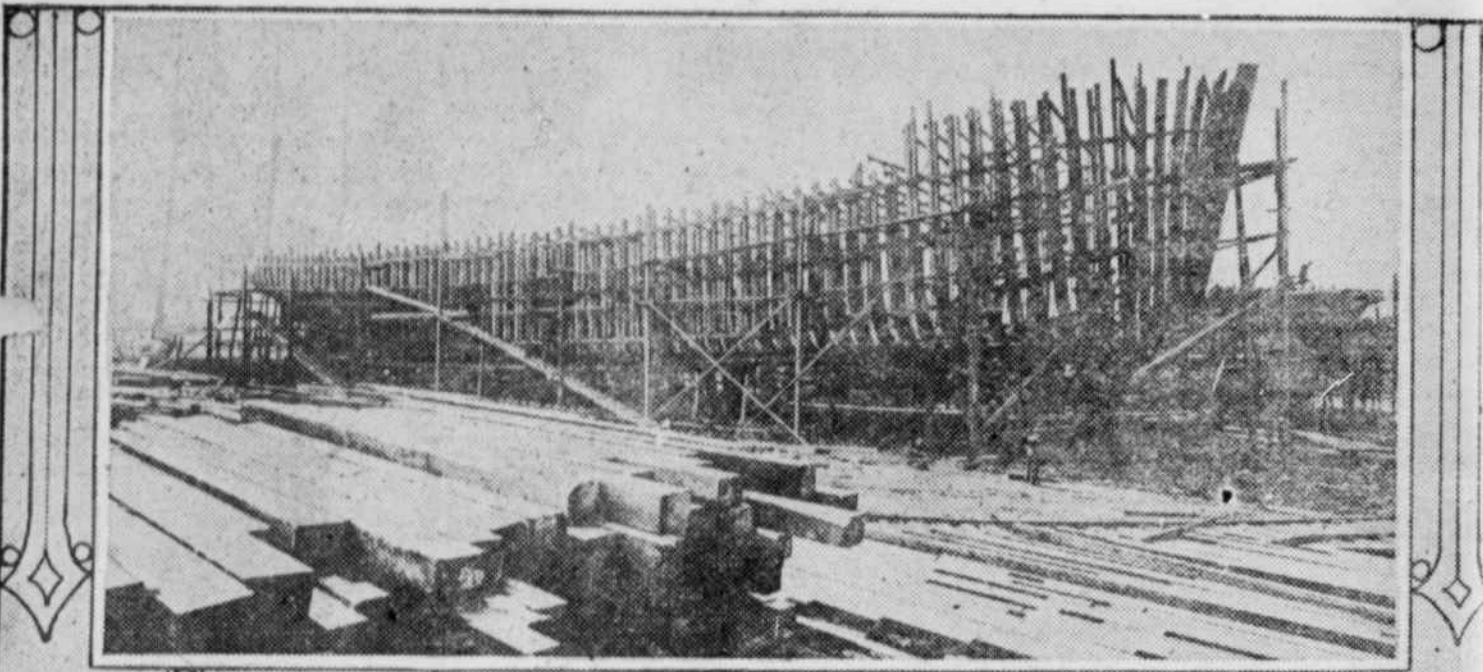
Tickets will be on sale June 2nd, to 7th, inclusive with final return limit to reach original starting point by midnight of June 21st, 1917, or if you wish to remain longer, by depositing ticket with special agent at Washington and paying a fee of fifty cents final limit will be extended to reach original starting point by midnight of July 6th, 1917.

Stop-overs permitted on either going or return trip within final limit of ticket.

For detailed information as to SPECIAL TRAIN SERVICE, Pullman sleeping car reservations, etc., ask any agent Southern Railway System, or address,

J. O. JONES, Traveling Passenger Agent,
Raleigh, N. C.

THE SOUTHERN SERVES THE SOUTH.



Photos by American Press Association.

TYPE OF WOODEN SHIPS NOW BEING BUILT.

cut down to hoisting derricks and a stumpy smokestack sticking up about midship and you will get a mental picture of the proposed emergency craft.

Our Chief Service.

To build these new ships, as well as to supply the food and munitions they will carry and the money to pay the bills, is the chief service which this country is preparing to render to her European allies, aside from her actual military participation in the war. Already plans have been adopted for the construction of 1,000 of the wooden vessels and an undetermined number of steel ships, which will assure the feeding of our friends on the other side of the Atlantic, "submarines or no submarines," as President Wilson put it in his proclamation to Americans.

The work is in charge of the federal shipping board and its subsidiary emergency shipbuilding corporation. Both William Denman, chairman of the board, and Major General Goethals, head of the corporation, are confident that America has found the right answer to Von Tirpitz.

The problem, stated as briefly as possible in terms of tonnage, is this: The German submarines are now destroying cargo ships at the rate of 500,000 tons a month, the equivalent of the entire Hamburg-American fleet; according to the latest report to the British parliament. The estimated new output from American shipyards will be at the rate of 200,000 tons a month in the wooden vessels and 120,000 tons a month in steel ships. That would still leave a balance of 180,000 tons a month in favor of Germany if the allies were obliged to depend entirely on new construction.

Great Reserve Supply.

But the case is not nearly so bad as that. Taking everything still afloat on the seven seas, there is a total world tonnage of something over 30,000,000 as a reserve supply to draw upon as fast as the U boat depredations render it necessary to divert ships from their normal trade routes to make emergency voyages for the aid of the allies of the United States.

Hence the simile of the toad in the hole.

together in a hurry and turned off after the manner of small autos. But he soon discovered that the steel would not be available in the required quantities for quick emergency work. So he substituted wood for steel and submitted his plan to P. A. S. Franklin and J. P. Morgan & Co. They both told him to hurry to Washington and tell the shipping board about it. He did that and found that Eustis was there just ahead of him with the same idea. Then the two mining engineers got together, under the supervision of the shipping board, to perfect the details of a project at which marine engineers had scoffed.

Capacity of 3,500 Tons.

The approved outcome is a model, from which the thousand craft will be built, for a steam vessel 290 feet over all, 46 feet beam and 26 feet depth. Each vessel will have a cargo capacity for 3,500 tons and will draw twelve feet when light.

The power will be from steam engines with old fashioned water tube boilers, using crude oil for fuel and with some burning device for reducing to a minimum the amount of visible smoke. The ordinary cruising speed will be ten knots an hour, with an emergency capacity in a danger zone of twelve or thirteen knots. In addition to her engine for motive power each boat will be equipped with eight hoisting engines.

Under emergency conditions and under the stress of great need for supplies on the other side each of these vessels should be able to make ten round trips a year between American and English or French ports. So at that rate the entire fleet would be able to convey to our allies 35,000,000 tons of supplies in a twelvemonth, which does not suggest a victory for Germany by means of the starvation method.

To that must be added what the merchant ships now afloat can do and the capacity of the new steel vessels of moderate size which the shipping board hopes to turn out at the rate of 120,000 tons a month as such a plan, now under way, of readjusting the steel supply can be put into effect. This plan, roughly, is to divert some

uniformity of method and organization in all the yards engaged in the operation, will hasten results. It is estimated now that it will require about four months from the laying of a keel to the pushing of the hull off the ways and then another month or six weeks for completing the vessel for her work.

Sails will not be used on the wooden vessels, not even as auxiliary power, because the spread of canvas would materially add to the visibility. As it is, one of these vessels will be visible from the deck of a submarine cruising on the surface at least five miles away under normal weather conditions, and the submarine can travel seventeen knots to the cargo boat's twelve. However, the chief reliance of this argosy method of getting food and munitions to Europe is not to be in the speed or defensive power of a unit, for many of them may be lost, but in the numerical strength of the fleet, the almost endless chain of boats doing the needed work, submarines or no submarines.

Carry Guns? Of Course.

But they are going to be defended, too, and therein lies a great idea of Chairman Denman of making the wooden fleet not only serve the material needs of our allies, but also having it confer upon this country an incidental, psychological benefit by instilling into the middle west an interest in the love of the sea. Each boat will be manned by a crew of about thirty-five sailors, but in addition to them there will be a fighting group of young men large enough to man the guns.

"All attempts in this country to put through wise legislation for the benefit of a merchant marine," said Mr. Denman at the office of the shipping board in Washington the other day, "have been hampered by the lack of interest or positive opposition on the part of the congressmen from states away from the coasts, particularly the middle western men. That has been due largely to the fact that those sections of the country are so far away from the sea that they have no interest or knowledge of it. The glamour of the ocean and the tang of salt air never get far enough inland to create that sentiment for the sea that is a necessary impetus for building up a mer-