

MANTEO SCHOOL LUNCH ROOM HAS GOOD RECORD

The Manteo school lunch room, operated during the past year under the direction of Mrs. Dora Lee Willis as a WPA project, sponsored by the Manteo PTA, and praised by WPA officials as one of the best in the state, closed Friday, May 13th, with a successful record for the year. During the six and a half months of operation 11,409 lunches were served. 7,856 of these were paid for, 3,553 were provided for undernourished children, free of charge. A total of \$831.77 was taken in. \$777.98 was paid out for food, \$35.28 spent for lunch room equipment, leaving a balance of \$18.51 clear.

TO WIPE OUT MOSQUITOES IN DARE AND TYRRELL.

The W. P. A. has notified Representative Lindsay Warren that the President had approved drainage projects for Dare County amounting to \$25,520 and Tyrrell County for \$24,985. The President also approved an unemployment act for needy persons in Dare County amounting to \$6,524. All three projects must now be approved by the Comptroller General.

CHRISTMAS EVE AND 21 PERISHED NEEDLESSLY IN SEA AT OCRACOKE

The Story of the Loss of the Steamship Ariosto and the Brave Work of Coast Guard Surfmen in Saving Men Left Aboard

Along the coast the old men never tire of telling the story of the wreck of the British Steamship Ariosto. The Times has obtained this story as gathered from the old record of the stations, and tells you about it, as Capt. Homer Styron, or some of the old boys might tell it to you.

At this wreck, there was said to be the most calamitous, because entirely needless, loss of life during the entire year, occurred on December 24, 1899, on the coast of North Carolina, about two miles to the southward of the Ocracoke Life Saving Station. Of 30 persons on board the vessel, 21 perished, while there was in the conditions, not the slightest necessity that a single one should have been lost.

The Ariosto was a schooner-rigged steel vessel of 2,265 tons, laden with a valuable cargo of wheat, cotton, lumber and cotton-seed meal, carrying 30 men including the officers, and commanded by Captain R. R. Bains. When lost she was bound from Galveston, Texas, to Hamburg, Germany, via Norfolk, Va., the object of the call at Norfolk being to refill the coal bunkers.

During the evening of Saturday, December 23, the weather was clear overhead, but hazy around the horizon, and a smart wind was blowing from the southwest, driving before it a very rough sea. At midnight the weather was thick all around, and heavy showers of rain passed over from time to time, while the sea was constantly making.

About 3:45 o'clock Sunday morning, Captain Bains, who was then lying down in the chart room, heard the telegraph bell ring, and instantly sprang up to inquire the reason, when he was met at the door by the second mate, who had come to request his presence on the deck.

Proceeding at once to the bridge, the captain saw that his ship was entirely surrounded by "white water." He says he did not know precisely what part of the coast he was on, but that since he could see no land or light, he had an idea that he had struck the Diamond Shoals, off Hatteras. As a matter of fact he was some fifteen miles to the southwest. The engines were working hard astern, but they were not able to stop the headway of the vessel, which took the bottom and remained, as the master says, bumping and thumping in such a manner that it seemed probable her masts would come down. All hands were at once on deck and rocket signals of distress were fired. The first having been sent up about 3:50 o'clock he thinks. "While still firing," the captain says, "a red flash was seen from the north, which

was taken to be some source whence assistance might come." And so in fact it was, being the red Coston signal of the life-saving patrol.

Believing his ship to be among the Diamond Shoals, the master feared she might work off into one of the numerous deep holes or channels, and founder there, and besides, he was seriously worried over the fact that the heavy seas on the starboard side broke away the three starboard boats, while the ship was constantly heeling over to starboard making the destruction of the boats on the port side likely to take place at any moment. He therefore held a consultation with the chief officer, which resulted in the determination to launch the port boats. Here was where the fatal mistake occurred.

Signals, indicating that assistance would be afforded from the shore, had already been seen from the shore, and correctly interpreted. As subsequent events proved, to a demonstration, if all simply had stood by the vessel every one would have been rescued. Nevertheless, it must be remembered that Captain Bains supposed his vessel to be stranded on the Diamond Shoals, a place of extreme danger, so far from shore that he might have doubted the ability of any boat to reach her, and of course miles beyond the range of any life-saving gun or rocket. Having in view these facts, it may not be a matter of great surprise that he should deem it the part of wisdom to save his two remaining boats and man them alongside until the dawn of day should make it possible to determine his true position and the proper course of action then to be taken.

This he asserts to have been his purpose. Accordingly the pinnace was first got out and manned by eleven men including the chief and second mates, who were placed in charge, with indications to "get away clear and then lie by until daylight." As soon as the pinnace cleared the ship the lifeboat was successfully put over and manned by fifteen men. Twenty-six persons were now in the boats, while there remained on the ship four others, including Captain Bains. Fortunately for them the lifeboat got away before they could embark in it. To this Providential accident, which probably then seemed to them the worst of ill luck, they owed their lives.

Swam Ashore Alone Both boats were upset a short while after they cleared the steamer. Twenty-six persons were now battling for their lives in one of the worst seas with which desperate men have ever contended, and yet, one of them, Seaman

Elsing, absolutely unaided even with so much as the slightest piece of wreckage, succeeded in reaching shore. Two others who left the ship were hauled back on board the steamer by means of the boat tackle which hung alongside, while Fireman Henroth and Boatswain Anderson, who embarked in the pinnace, were dragged from the surf by life-savers who were on the beach.

By this time daylight was faintly showing and Keeper Howard, of the Ocracoke station, having gained some ocular information of the international code signal, "M. K.," meaning to remain by your ship.

The Coast Guard men were now hard at work. On account of the surf running over the beach there was a very serious difficulty in finding a place sufficiently high to bury the sand anchor where it would hold on to, place the Lyle gun where it would be out of the water. The first shot failed to reach the steamer, which was about 600 yards distance. She was constantly working her way closer, however, when she was about 600 yards distance from the beach, a line was shot, and when she was 500 yards from the beach they succeeded in getting a line aboard. Those remaining on board the vessel were successfully brought ashore. Captain Bains was the last to leave the ship and when he put his foot on the beach about 2:30 P. M., a loud cheer was sent up by all the people who had by this time assembled. Every man was saved whom the life-saving crew could by any possibility have rescued under the most unfortunate circumstances following the launching of the boats, and if all had remained patiently on board, not one would have been lost. Three of the seamen in the boats were washed ashore before the line was placed on the steamer and efforts were made to revive them, but without success.

Keeper Zora Burrus and his crew of the Durant's Life-Saving station, located next to Ocracoke on the north, were requested by telephone to join Keeper Howard's crew after the latter had begun operations to set up the beach apparatus. They started at once, but were obliged to use the station supply boat on account of the rough sea and to go on the inside of the beach by way of Pamlico Sound, which consumed about two hours. They made, however, the best possible time, arriving just as the shot line was fired over the vessel, and performed their share of the work.

A number of citizens of the neighborhood voluntarily rendered extremely valuable assistance to the life-saving crews, and it is a pleasure to thankfully acknowledge their praiseworthy conduct, which it is but simple justice to add, was thoroughly characteristic of the humane and courageous people who inhabit this coast. Unfortunately the names of all of them could not be obtained, but among the number was: I. M. Stowe, A. J. O'Neal, B. F. Stowe, A. J. O'Neal, B. Stowe, and C. F. Austin.

The picture of the stately ship as she stood aground at Ocracoke hung for many years in the office of M. T. Cashin, well known Irish junk dealer of Norfolk, who who bought the ship from the insurance underwriters and wrecked it, making a considerable sum of money from the scrap metal as well as other useful articles salvaged from it.

OPEN LETTER TO A DRUNKEN DRIVER

(N. C. Christian Advocate)

"Sure you can drive home a'right. Don't let 'em feed you any of that bunk about letting somebody else take the wheel. Any time old Pete can stand on his two feet he can drive an automobile, drunk or sober. What's a few drinks between friends, anyway. You show 'em who's going to drive. 'Pile 'em into the car. That sweet little wife of yours, who's such a swell kid even if she does nag you about driving when you're drunk. And that junny couple with you who want to take a taxicab home. Imagine! Wanting to take a cab! Pile 'em in. Step on the gas. Whoopee! Go places—

"Brother, you're not the big shot you think you are. You're just a fuzzy-brained, liquored-up, obstinate ass with about as much right to drive an automobile on the public highway as a monkey from the zoo would have.

"I won't appeal to your reason because it's obvious that you haven't any. I won't appeal to your emotions because they're pickled."—Selected.

ELIZABETH CITY

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Our Representative, Mr. "Jimmie" Jackson will be in Manteo on June 10th, and will make headquarters at Fort Raleigh Hotel

J. H. Wilkins Co.

ELIZABETH CITY, N. C.

Chester Morris

—FOR—

SOLICITOR



For the office of Solicitor of the First Judicial District we tender to the voters Chester Morris, a man whose personal and professional life is without question, whose very ideal is the betterment of society and the upholding of the law of the land. This man has proven his ability in his profession for a number of years. He is honest, upright and in all a straightforward gentleman. We tender him and endorse him for the office he seeks. Make him Solicitor of this District. He deserves your support. He has through years of hard labor and in the face of obstacles won for himself a high and valuable reputation as a lawyer and as a man.

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