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Sign language was often useful to Indians in hunting, because they could communicate without alarming the game.

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THE OLD IRMA'S BONES ARE SCATTERED ALONG THE BEACH

Large Summer Colony Built Up About Schooner
Wrecked at Kill Devil Hills in 1925

By David Stick

Dwarfed in historical background, by the glamour that surrounds the great Wright Memorial, the wrecked hulk of the three-masted schooner Irma has nevertheless held its place these past few years as one of the show-places of the Dare County beaches.

Grounded in 1925 the ship remained almost intact for five years, but the storms of 1931 were too much for her, and they did away with a greater portion of the sturdy old vessel, leaving only her stern and a portion of her forward hull above water even at low tide.

Since the first tourist drove over Dare County's ocean highway the wreck of the Irma has been a favorite stopping place for visitors, with her stern rising up high on the beach and what remains of her bow dipping into the successive breakers she made a picture that seemed to coincide with her surroundings.

When the Griggs built their Croatan hotel in back of the wreck the number of admirers was greatly increased until now a small village is centered around the Croatan and the Irma. But the Irma wasn't destined to remain a tourist attraction forever.

Her hull was sturdy, but it was inevitable that some day when the waves got a little too strong and the water came in a little too far the remains of the three-masted Irma would be scattered up and down the beach.

That day came in the fall of last year when the Irma, unable to continue resisting the forces that had been beating on her for so long, broke up.

Pieces of the Irma's hulk will for many years dot the beach in the vicinity of the Croatan, leaving a reminder of the sturdy ship that mocked the sea for over twelve years. Whereas in the past, interest in the Irma has been in the material side of her; in seeing her battered stern outlined against the horizon, and in scrambling over her hole and jaunty poop-deck, it is hoped that the sight of her remains dotting the beach will revive another interest; an interest in the story of the wreck of the schooner Irma.

Patrolling the beach a mile north of the Kill Devil Hills station at 1:45 on the morning of April 29, 1925, coast guardsman Marvin Midgett sighted a three-masted schooner aground not far from shore.

Hurrying back to the station Midgett roused the Kill Devil guardsmen and at 2:45 they arrived at the wreck. Within an hour they had landed the ship's crew of seven men, including the master, and 45 minutes later the survivors of the ill-fated Irma were drinking hot coffee in the kitchen of the station.

The rescue of the crew was a rush job; the actual shipwreck was even faster.

Bound south to Georgia for a load of pine the Irma had run into a storm off the Virginia Capes on the night of April 28, 1925.

Riding empty with a strong north-east wind at her tail the ship made good time, and confident that he was at least fifty miles off shore the skipper let her run.

Consequently it was as much a surprise for the master and his crew as it had been for Midgett and the other Kill Devil Hill guardsmen to find the Irma hard aground in the Dare County banks at 1:45 the next morning.

The rescue had been easy, despite the driving rain, a high surf, and strong winds, but floating the Irma was a job of another color, so the next afternoon when underwriters agent Theodore S. Meekins took over the Irma, he sold her at public auction.

Within a month the junkers had stripped the Irma of all removable items; two months later the beach built out to her baren hulk and soon after the masts and most of her decking were hauled away.

For five years the Irma stood, resisting the elements; for seven more her stern sat up on the beach, laughing at the waves that beat at the moss covered but sturdy planks that had been part of her bow.

For twelve years, too, she must have rejoiced at the thought that her primitive wooden hull had outlasted modern steel; for a mile north of her final resting place, at about the same time that she had come in, a steel tanker had been wrecked and left to the mercy of the sea. Two summers ago, in a storm that the Irma withstood, the tanker went to pieces.

The Irma is gone now and all that is left of her is a story of her wrecking and a few of her pieces scattered about the beach. But dead and buried though she is the three-masted Irma remains a symbol of her period.

First Private Gold Coin

The first private gold coin in America was struck by Ephraim Brasher, a New York jeweler, in 1787. The figures are crude, the design amateurish; but it is a rare and precious relic of our nation's early days.

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FUN MAKING COMEDY IN MANTEO THE 10TH

Kaufman Comedy, "Old Man Minick," At School House Friday; 10:15 Actors

W. P. A. Federal Theatre of Roanoke Island will present The Elizabethan Players in the well known comedy, "Old Man Minick," which had, some years ago, a long run on Broadway starring O. J. Heggie, and including Thomas Meighan and Sidney Booth.

It has been considered one of George Kaufman's best plays. This playwright has never had a failure.

The leading players of this well-known drama group of the Island will be seen in the production. Martin Kellogg and Mary Davis Westcott playing the younger leads with Leo Murphy in the name part of Old Man Minick, about whom all the wild hullabaloo starts and carries on.

Other prominent players include such local favorites as Louise Meekins, Marilyn Daniels, Bilbert Mister, Howard Twyne, Alvey Midgett, Carrie Carter Vannote and Beck Sturridge, both newcomers to the group.

This play was not a dull moment from the time it begins to the end. It is full of strong action and loads of fun-making lines.

It will be produced straight through without any curtain drops although a full length three act play; thus doing away with any tedious waits between acts. Mrs. Mathis, the Director, has made this arrangement, believing most folks dislike the long waits between acts.

The proceeds from this play will go to aid the High School Curtain for the new stage.

Mrs. G. T. Westcott, Jr., has charge of financial and ticket plans.

700 Defeated by 5,000

Seven hundred Texans defeated 5,000 Mexican soldiers in 18 minutes at the battle of San Jacinto in 1836.

Like to Give Advice

Jud Tunkins says most folks are like doctors who like to give advice without taking any themselves.

WAGES OF SIN IS DEATH; SAYS REV. L. TWIFORD

Converted By Holiness. He
Destroys Liquor and Now
Preaches

Converted recently by the Holiness revival at Manns Harbor, Rev. Leo Twiford, one time Free Will Baptist minister of East Lake and Pitt County, has returned to the business of preaching the Gospel, and holds forth each Sunday at the old Company store back in the woods of Buffalo City, Dare County.

Rev. Mr. Twiford who went home from the mourners bench at Manns Harbor and destroyed 110 pints of bootleg stock by which he made his living, has fared forth without purse or script. He preached a powerful sermon at Buffalo the past Sunday his subject being "The Wages of Sin is Death." In the 7th and 8th verses of the 15th chapter of Acts will be found his text.

Here on the Banks of Mill Tail Creek where only a few years ago the fabulous profits from moonshine put two cars at nearly every home, they seldom had time to build a garage, Rev. Leo holds forth. Times have not been so good lately and most of the folks now, have come under the wing of the great Roosevelt beneficence and they lean heavily on the preaching at the old store. The house is packed each Sunday with young and old, and there will be seen people from Stumpy Point, Manns Harbor, Manteo, and other places.

"I have put sin behind me," says Rev. Leo. "I am preparing to go up yonder."

"Me too," said three of his converts who stood behind him.

"God speed him on his work," said an aged woman, "If he can make any one try to lead a better life, and treat his fellowman better, he is doing good, God will bless him."

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Ford Exhibit At New York World's Fair



THE theme of the Ford Motor Company's exhibit building at the New York World's Fair in 1939 will be prophetic of the advances America may expect in transportation in coming decades, according to an announcement by Edsel Ford, president of the company.

Based upon an exposition of the institutional character of the Ford company and the fundamental policies which have directed its growth during the past 35 years, the fair exhibit will reach its climax in "The Road of Tomorrow," an elevated highway more than half a mile long, rising upon a series of spiral ramps, traversing the borders of a patio and finally circling the main building on a deep setback at the top of the walls.

The exhibit, in four rather distinct parts, will include an entrance rotunda facing the main west gate, a spacious Manufacturing Hall, a patio, with pools, playing fountains and large rest areas, and the elevated road. From the west side

of the patio, steps will rise to a broad mezzanine. There Ford V-8 and Lincoln-Zephyr cars will load passengers for the ride over "The Road of Tomorrow."

From the loading platform the cars will pass to the south, enter spiral ramps, climbing to the upper level and following the elevated highway as it passes over the mezzanine, west along the south wall of Manufacturing Hall, through a tunnel lined with photomurals, thence circling the top of the building, through a glass tunnel high in the Rotunda; down the ramp to the second level, around the patio and back to the starting point.

At night flood lighting will fall upon the cars as they circle the highway high on the walls of Manufacturing Hall, playing moving shadows on the building walls, in full sight of the whole fair grounds. The building will occupy the highest location on the grounds. It will be decorated in white, red and blue and will be floodlighted at night.

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