merica Once Led All Vorld In Shipbuilding

men the first ship to those now -hippards. Three and 31 years part, the Popmests, who had near the mouth Kennehee River. on state of and a pinnace of into and they ner "Virginia." early Amerio urnited by the sed to go home; this tiny craft, ale several voy-By North Atlanave smaller than ning, and about -maller than FIX 10180 CC WAS . Steboat hung at - in day liner.

Ann England coast med until it mad - magnations contotal popued of shipbailders dist Church,

an hamfreds ship

a New England in Itelagalveine wessels were most need by the er of them being square f a pre-ent day ship for a age acress the "Big Pond." year after year, our ship te Revolution our fighting

excellent account of them- ports of the world. ted States" we definitefronsides," and many in her reconstructed other home-biult ships ar skillful and hardy able to accomplish Mistress of the Seas" ar of 1812. Even prior onquest of the Barbary American ships and throughout the world. Commodore Preble and officers, Decatur, ce. Bainbridge, Hull, Dale, Morris, Rogers, hers are written on the Naval history, and tothese names are proudly "Old Peppery" Preble

boy" officers became our

mayal commanders. The

and sailors of the wars

gland were the ancestors

er capita on earth. A

U. D. C. Director



Mrs. Sydney F. Mauney, of Old Fort, Director of District Number 1 1 to 1714 records of the N. C. Division of the U. D. C. actinction of 1332 who presided at the meeting held England alone. We here last Friday in the First Metho-

and those who list scaports. Not satisfied with comthis early date ing to a new country to very clowly note, for their build it up with money only derived ability the ships from a virgin and undeveloped lands motion, 238 were they took from the forests the trees . Lant -. Plentiful with which to build those shaps, skins made and sparr from the animals, and acced the time gains for the ex- from the sea, and in their small erast mand product, as sought the trade ports of the world, and high preed where their furs, etc., were sold, or and build much exchange. A new cargo was secured. and the ship would seek another markany love of the ct for this new stock of goods. From hade buck to this period port to port this purchase and sale be my ancestors were would continue, throughout a voyage -halbuilding era, perhaps around the world, and lassing two or three years. With a half from of 760 three final energy consisting of those things most need by the colonists, the ship

The captains of these ships were Measured by the scale of not only sailors and navigators par salls these were but tiny excellent, they were part or entire There are chances in the mod- owners of these ships and cargoes; ands which could pick them they were merchants, shrewd traders, he water and drop them on able to wrest from foreign traders of age old training and ability a handsome profit, and to bring back to these shores, a cargo of those things approved the designs and needed by our ancestors and a chest the size of their vessels. full of hard cash with which to build came the highway of our new ships, finance new cargoes and and trade. Youngsters took to lay the foundations for the forer like ducks, and by the tunes of themselves and of our counwere of modern high school try. The money thus acquired was and safled the Seven Seas, put to work building up business and merchant-masters in manufacturing industry, that the ships might have more and better home produced cargoes to dispose of in the

oth the building of the During the Revolution and the War land armed their ships, and under commissions from the government as privateers preyed upon England's commerce with disastrous effect, thus doing a very large part towards winknow the story of ning the wars against the Mother Country. The prizes captured were sold and the proceeds divided between the ownerh, officers and crews, down to the nine or ten year old cabin boys Fortunes were thus made by all concerned during this flighting period of our early merchant marine.

War over, with freedom of the seas assured for our ships and sailors, the attentions of our people were turned in earnest towards developing our foreign commerce. American was then "Sea Minded" to the limit of all its resources, and we grew to be a rich and prosperous people. Just so destroyers. Under the long as we fostered our shipping and foreign commerce, so long as we gained and held the markets of the world in which to dispose of all we could produce beyond that needed for ourselves, we continued to build up the were to build and sail our world standing. Today what is ps during the height left of our export business, and imof American achievement ports too, as well as passenger traffic, is largely carried in foreign ships. many of the The once proudest of our possessions, in this country were our merchant marine, has been almost At one time hamstrung, lawed and taxed off the n of Salem, Mass., was sea. If we had not let our foreign throughout the world trade pass into other hands we could American city. Sa- now be disposing of all of the proknown in every port ducts our farmers and manufacturers and these early pioneers are capable of producing to other commerce were the countries, shipped in our own ships, American flag into thus greatly adding to our national tussia. South Africa, wealth and building up the moral of East Indies and our people through their making a Salem became the living from honest creative work.

Following the war of 1812, and from shipper, Elias Hasket then on until the day of the extreme American to clippers, our shipbuilders and sailors he million dollars were confining their attention largely 1799. His fortune was to the Atlantic freight, passenger and fleet of forty ships mail trade. In 1816 the famous New to the ports of the York, Liverpool packet ships came Hawthorne served into being. The first and best known om house, and ship of these, the Black Ball Line, held the Massachusetts town lead in this trade for many years Octunes such as that One of their ships, the "Canada," and Crowninshield made the fastest crossing to Liverbue to this day, pool, in 15 days, 18 hours. The av-America's self-reliance, erage time for all of these Black pioneer expansion, her Ballers was 23 days outward and 40 e out new business, to days homeward, against head winds elds of endeavor; in fact and Gulf Stream influences. I crossed minercial and industrial twice in sail, once in 27 days and shrewd financial judgment once in 29 to the Eastward, and home large measure to these from Marderia in 30 and 35 days. In

Clowns Renew Traditions of Medieval Court Jesters as Circus Season Opens

Funsters of Sawdust Ring Carry on Art of Slapstick That ...ached Its Peak With Grimaldi



oust rive the chewn.

During the next six months his distributed by Jester Was Prailinged Person antics and horseplay will draw. In medieval times the court whatever the stant or trick may

a virtual nonentity, his counte-nance covered by grease paint, his personality submerged in the rou-Grinaldi, the comic genius who traditionally closes the vaudeville the clown must content himself bells. without such glory.

I scalabled BU Steel News Minor of the steel of the steel length of the language and the steel of the steel o n that genul jester of the saws a right in mas tellay was decised. Clouns often capitalize on the a couple of continues and

in an interest and horseplay will draw in memoral time the court whatever the sumi or trees may implied from young and old in lester occupied a privileged place be, however, it never is cruel in mandreds of towns and cities in the retinue of his best and nature or in violation of good master. Under clouds of a quip, taste. The art of clowning is he dared to make remarks which essentially a kindly one and care a universal language which is others would not have risked, and is taken to avoid any reaction or equally significant to people of all his humor often carried with it impression which will defeat the ages and stations in life. Seldom emerging from the ob-scurity of his role, he continues as ments.

and the wild animal trainer, but and his son choosing the cap-and- ability of those who are in the

ween this country and Europe, one of tions were. They had good sailorthe Black Ball ships sailing from New men in those days, York on the first and sixteenth of In 1821 a line of packets was start-

curi- at headlines; also, by satura-

the sawdust ring jokester. The task of the clown is almost

personality submerged in the rou-line of his trade. Although one of was born in 1778, reigned supreme the hardest working of circus people, it is not his lot to take bows in the center ring as a thrilled audience applauds. Such plaudits come to the trapeze artist, the bareback riding star ontent himself bells.

There are certain established manner in which they uphold the manner in which goes tricks which carry on through the traditions established in the past.

with two ships, the Tuscarora," of 379 tons, and the "Lancaster," of 290 ons. The Red Star Line was also started in 1821. Grinnell, Minturn Co. started their line to London in 1823. This company later built the famous "Flying Cloud," more about her will

The Erre Canal was opened in 1825, making New York the eastern gateway for the whole country, and from then until 1850 these packet limes, new ones constantly being tormed, held the "western ocean" frode in the hellow of their hands.

These which paddots" o netarity from one but bid that a de its becausem wer Lion tons must 1846 when Donand Melkary built the "X-n World," 1 1,409 toros. Then came the "Guy Manuscing," of 1,449 tons, and the Albert Gallatine of 14% tons, In ISBN these there were the hirgest muschala ships in the world. These packet ships presented a count of cattles when under full such tirens was the rivilly between these ships. The first received race was between the Plack Ball Laner "Columbus," Captain Peyster, and the Dramatic Lines "Shernlan," Captain Wallace. The over was for a purse of \$10,000, and was won by the "Commbus" in It days, believing her rivid by two days,

The discovery of gold in California furned the cycle of ship owners to the and couch and many of the Atlantic packers were seen beating their way around Cape Horn. From April 1st, 1847 to April 1st, 1948 but four ships arrived in Frisco from Atlantic poets. In 1849 there were 775 ships cleared for the California coast, and 91,405 passengers landed in San Francisco from all ports of the world during this first year of the gold rush. ti marked the beginning of the "cleipthe ship" period when American and jammers became the glory of the The things of street and beauty the like of which had never been affect before, and have not been consided since. The cush around the Horn frought a new day to American ships ong, the greatest in its history.

\$150,000 IN ONE HAND

LOS ANGELES. A Court order estrained Lou Brice, brother of Famue Brice, comendence, from colerting \$150,000 which, records showed, he won from Harry T. Clifton, in single hand of stad poker.

STEALS RAHLROAD

PROVIDENCE, R. L. Convicted of stealing a railroad in broad daylight," Joseph Gemma, 38, has been sentenced to prison. Evidence showed that he, together with fictitious agreement and a gang of hired workers, removed 250 tons of rails from the abandoned Harrisville-Woonsocket Rail-

THREATENS PRESIDENT

MEMPHIS, Tenn. Keith H. Rapp. 29, of Bakersfield, Calif., is being held under \$25,000 bond, having been charged with sending six threatening letters to President Roosevelt from Bakersfield. He was removed from a bus here while en route to Washington to see Mr Roosevelt.

each month, winter and summer, and ed from Philadelphia for Liverpool Berry Empress



Queen of the Strawberry Empire of Eastern North Carolina is Louis Salem, and other colon- their day these ships were the only Wallace, May 23-28. Robinson, above, who will reign over the annual Strawberry Festival at

A Parable

A certain man had a furnace and his house grew cold. Said he to his furnace:

"Not another lump of coal do you get till you give more heat."

... the poor man froze

-and so did the merchant who cut down his newspaper advertising budget to "save expense."

The Mountaineer