

# America Once Led All World In Shipbuilding

From the first ship built in America to those now being built, the shipbuilding industry has a long and varied history. Three centuries ago, the first American shipbuilders were the Indians of the Chesapeake Bay, who built their dugout canoes from the mouth of the river to the mouth of the James River. These early American shipbuilders were the ancestors of the modern American shipbuilders who have built the great merchant ships of the world.

The first American ship was built in 1607, the *Swan*, a small vessel of 100 tons, built by the first American settlers in Virginia. It was built by the first American shipbuilders, the Indians of the Chesapeake Bay, who built their dugout canoes from the mouth of the river to the mouth of the James River.

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## U. D. C. Director



Mrs. Sydney F. Mauney, of Old Fort, Director of District Number 1 of the U. D. C., who presided at the meeting held here last Friday in the First Methodist Church.

Not satisfied with coming to a new country to very slowly build it up with money only derived from a virgin and undeveloped land, they took from the forests the trees with which to build their ships, skins from the animals, and dried the fish from the sea, and in their small craft sought the trade ports of the world, where their furs, etc., were sold, or exchanged. A new cargo was secured, and the ship would seek another market for this new stock of goods. From port to port this purchase and sale would continue, throughout a voyage perhaps around the world, and lasting two or three years. With a final cargo consisting of those things most needed by the colonists, the ship would sail for home.

The captains of these ships were not only sailors and navigators but excellent, they were part or entire owners of these ships and cargoes; they were merchants, shrewd traders, 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 needed by our ancestors and a chest full of hard cash with which to build new ships, finance new cargoes and to lay the foundations for the fortunes of themselves and of our country. The money thus acquired was put to work building up business and manufacturing industry, that the ships might have more and better home produced cargoes to dispose of in the ports of the world.

During the Revolution and the War of 1812 the merchants of New England 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 winning the wars against the Mother Country. The prizes captured were sold and the proceeds divided between the owner, officers and crews, down to the nine or ten year old cabin boys. Fortunes were thus made by all concerned during this fighting 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 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 our world standing. Today what is left of our export business, and imports too, as well as passenger traffic, is largely carried in foreign ships. The once proudest of our possessions, our merchant marine, has been almost hamstringed, lawed and taxed off the sea. If we had not let our foreign trade pass into other hands we could now be disposing of all of the products our farmers and manufacturers are capable of producing to other countries, shipped in our own ships, thus greatly adding to our national wealth and building up the moral of our people through their making a living from honest creative work.

Following the war of 1812, and from then on until the day of the extreme clippers, our shipbuilders and sailors were confining their attention largely to the Atlantic freight, passenger and mail trade. In 1816 the famous New York, Liverpool packet ships came into being. The first and best known of these, the Black Ball Line, held the lead in this trade for many years. One of their ships, the "Canada," made the fastest crossing to Liverpool, in 15 days, 18 hours. The average time for all of these Black Ballers was 23 days outward and 40 days homeward, against head winds and Gulf Stream influences. I crossed twice in sail, once in 27 days and once in 29 to the Eastward, and home from Mardera in 30 and 35 days. In their day these ships were the only

# Clowns Renew Traditions of Medieval Court Jesters as Circus Season Opens

## Funsters of Sawdust Ring Carry on Art of Slapstick That Reached Its Peak With Grimaldi



Making up

Clowning-a-round

On with the show!

Modern Pagliaccio

The circus season is again on with its return to the spotlight as once more comes to that great center of the sawdust ring, the clown.

During the next six months his antics and horseplay will draw laughter from young and old in hundreds of towns and cities throughout United States. His is a universal language which is equally significant to people of all ages and stations in life.

Seldom emerging from the obscurity of his role, he continues as a virtual nonentity, his countenance covered by grease paint, his personality submerged in the routine of his trade. Although one of 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 and the wild animal trainer, but the clown must content himself without such glory.

His is a profession which goes

back to the days of the medieval court jester. The clown's art is a very ancient one, and it is one of the oldest professions in the world. The clown's art is a very ancient one, and it is one of the oldest professions in the world. The clown's art is a very ancient one, and it is one of the oldest professions in the world.

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no matter what the weather conditions were. They had good sailor-men in those days.

In 1821 a line of packets was started from Philadelphia for Liverpool with two ships, the *Tuscarora*, of 370 tons, and the *Lancaster*, of 290 tons. 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 be told.

The Erie Canal was opened in 1825, making New York the eastern gateway for the whole country, and from then until 1850 these packet lines, new ones constantly being formed, held the "western ocean" trade in the hollow of their hands.

These "fish packets" constantly increased in size, but did not go much over 1000 tons until 1840 when Donald McKay built the "New World," of 1,400 tons. Then came the "Guy Harwood," of 1,410 tons, and the "Albert Gallatin" of 1,435 tons. In 1847 these three were the largest merchant ships in the world. These packet ships presented a cloud of sails when under full sail. Great was the rivalry between these ships. The first recorded race was between the Black Ball Liner "Columbus," Captain Peyster, and the Democratic Liner "Sheridan," Captain Wallace. The race was for a purse of \$10,000, and was won by the "Columbus" in 10 days, beating her rival by two days.

The discovery of gold in California turned the eyes of ship owners to the west coast and many of the Atlantic packets were soon beating their way around Cape Horn. From April 1st, 1847 to April 1st, 1848 but four ships arrived in "Frisco" from Atlantic ports. 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. It marked the beginning of the "clipper ship" period when American wind-jammers became the glory of the sea, things of speed and beauty the like of which had never been allowed before, and have not been equaled since. The rush around the Horn brought a new day to American shipping, the greatest in its history.

**\$150,000 IN ONE HAND**

LOS ANGELES.—A Court order restrained Lon Brace, brother of Fannie Brace, contumacious, from collecting \$150,000 which, records showed, he won from Harry T. Clifton, in a single hand of stud poker.

**STEALS RAILROAD**

PROVIDENCE, R. I.—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 Railroad.

**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.

regular means of communication between this country and Europe, one of the Black Ball ships sailing from New York on the first and sixteenth of each month, winter and summer, and



Queen of the Strawberry Empire of Eastern North Carolina is Louise Robinson, above, who will reign over the annual Strawberry Festival at Wallace, May 23-28.

## 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