

The Watauga Democrat.

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HOW WE BUILD AND PAY

Charlotte Observer.

It will be but a short time now—when the legislature meets in January—that the Observer can flaunt North Carolina in the face of pouty old Georgia as the "100,000,000.00 Good roads state." How do we do it? Why, in the first place by an efficient organization of highway people, of the best business talent from the State, and an efficiently organized and economical automobile department, likewise composed of men of the finest business qualifications. Men of big business affairs have been voluntarily drafted into the state's good road organizations and these men, by their works, have justified the faith of the people. Resultful application of the state's money in highway construction and maintenance tells the story. The State has now about spent the quota of \$ 5,000,000 which was provided by bond issue voted by the Legislature and is reaching out for \$35,000,000 more with which to complete the system. The state would be in an uproar if the Legislature should fail in that obligation, for completion of the system is an obligation regarded by the people as their due. This demand is asked on the unquestioned competency of highway management and upon the excellent working of the machinery placed in the hands of Secretary of State Everett for developing the funds to pay for the work. It is an illuminating story.

It was the expectation when the state highway work was inaugurated that the best the state could hope for would be the meeting of interest on the bonds. The matter of reducing the principal was regarded as an accomplishment of the distant future. It was the "million" the state was tying around the neck of posterity. But within three years the state has retired \$1,500,000 in road bonds and will within the week retire another \$1,000,000, thus taking up an issue of \$2,500,000 of bonds before the ink on the paper is thoroughly dried. A favorite expression among some people in contemplation of a big accomplishment, is that they "cannot believe their own eyes," but in this case they cannot avoid believing the plain facts.

As disclosed by the records of Secretary Everett's department, the receipts from automobile licenses and from taxes on gasoline in 1922 enabled the department to set aside \$500 a mile for maintenance of the highway and to liquidate all overhead expenses of the highway department, to pay all interest charges on the \$65,000,000 bond issue, and to set aside \$1,000,000 for the sinking fund—which means to pay off that amount of bonds.

That was the record for 1922. The developing business of the department indicates even a better record for 1923-24. This expectation is being realized as indicated by the fact that \$1,000,000 additional bonds are to be retired immediately. The outlook this year is for development of largely increased revenues from licenses and gasoline sales, for the state is not near the limit. An illustration in "ratio" might be given. The total revenues from registrations and transfers from November 30, 1911 to November 30, 1912 were \$11,181. The revenues from the same source from June 30, 1923 to June 30, 1924 were \$3,975,658.87. The revenues from gasoline taxes from May 1, 1921 to June 30, 1922 were \$838,724.57. For the year ending June 30, 1924 the gasoline tax produced \$3,979,855.40. Up to that date the total collections from automobiles and gasoline taxes amounted to \$19,913,867.73, and the total collections of the department from all sources to \$20,038,109.45.

The records further show that for the registration year ended June 30, 1924 there was collected by the automobile department the sum of \$8,077,566.38. Of this amount \$824,192.61 was collected and paid over to the State Treasurer in June of the

This Week



By Arthur Brisbane

FOR PRESIDENT COOLIDGE AND THOSE THAT PAY. 2,000 FIGHTING PLANES. FOR ONE DREADNAUGHT.

President Coolidge recalled Secretary Wilbur, of the Navy, to Washington to discuss with him "the relative value of battleships and flying machines in war." This means, of course, that the President will LISTEN to others, and TAKE COUNSEL with himself. It means that, with all his work, he has found time for the serious problems of air defense, and does not intend to keep this country among the backward nations, as regards real preparation.

Facts alone will influence the President, and they are not lacking. For instance, that the One battleship of dreadnaught class cost forty-five million dollars. For that sum the nation could build and mobilize TWO THOUSAND FIGHTING AIRPLANES. Does the President or any other sane man ask what chance a battleship would have against 2,000 fighting air machines dropping TNT from the clouds?

The French have come through a real war, with invasion to the very gates of Paris, millions killed, other millions wounded. THEY know something about fighting. What has France done to prepare against danger across her border? France has a first line of air defense, consisting of two thousand fighting air machines, with a reserve of two thousand more. And that fighting French air fleet is what makes England, with all her lumbering battleships, cruisers, etc., "the world's greatest battle fleet," so pitifully polite to France. She will continue to be polite until she can dominate the sea.

The two thousand first line

fighting planes that spell security for France, cost, in Europe, less than half the cost of one first-class dreadnaught. The wonder France has is that Germany shall build 11,000 fighting planes.

We continue spending millions on big guns and ammunition for practice. They will soon be classed among museum curiosities, used to make a loud noise in the Presidential salute, or tickle the vanity of some admiral returning to his ship.

A sixteen-inch gun costs as much as two fighting airships. It lasts only long enough to fire one hundred and twenty shots. Then it is burnt-out scrap iron. The life of a fighting plane, costing half as much as a single big gun, is equal to that of an ordinary forty-five million dreadnaught.

Mr. W. J. Davis, of San Diego, earnest advocate of air defense, says truly, "The nation foremost in the air will win the next war at the drop of the bomb, and before the world wakes up the next morning amid the fumes of phosphorus or of bombs of some other kind, if it does wake up at all, the war will have been won."

Battleships, besides being obsolete, are frightfully expensive, soon out of date, worthless in peace. Flying machines, enough of them to make this nation safe against attack by sea or land, could be built without burdensome taxation, kept up with slight expense, and they would pay their way in peace, twice over, in the mail service, and in spying out forest fires.

Before this country faces a new war—it won't come, while they are all borrowing from us—the range of fliers and submarines will be as great as that of any floating vessel. The submarines will go as fast as any cruiser and the fliers, of course, twenty times as fast as any fighting ship afloat.

These suggestions are submitted to the President, who will decide what shall be done, and to the people of this country. They will pay the bills in money, which is not important, and in blood, which is important, if a fatal mistake be made in our plans of defense.

What you read here is printed in several hundred daily newspapers, including the Herald of Washington, D. C., where those in office may see it, and in several thousand weekly newspapers, read in millions of country homes.



Uncle John

I motored out to Easyville a day or two ago. . . I'd heard some tales about 'em that I didn't think was so. I used to live at Easyville—she half-way mothered me,—so, when they told me she was dead, aw I, "I'll go an' see."

No flowers was bloomin' on the lawn—and, nary house was painted. If she had heard of 'civic pride' they hadn't got acquainted! The alleys needed cleanin' up—the weeds was growin' high—each family owned a spotted pup that howled as we went by.

The wimmen looked slab-sided, an' the men was whiskered rank. . . A veteran with a wooden face was settin' in the bank. . . I may be wrong about it, but I've got this much to say: I couldn't stand re-hearsin' fer a funeral everyday!



fiscal year 1922-23. The remaining \$7,253,379.75 was paid over to the Treasurer during the fiscal year 1923-24 with the exception of \$670,400, bad checks. The operating expenses during the year ending June 30, 1924 was \$211,138.08 for automobile license and gasoline tax, and \$102,425.59 for the theft fund which included cost of number plates, postage, clerical work, depreciation of equipment, office supplies, and upkeep of building in which the department is located. The personal service cost of administering the license and gasoline tax was 1.32 per cent of the revenue collected while the total cost was 2.39 per cent of the revenue collected. The total expense of operating the automobile department is paid from revenue received, and no part of the general fund of the state is appropriated for its use.

Incidentally it might be put into evidence that in 1914, so far as the automobile department knew, there were but 11,286 automobiles in the state and only 160 dealers. At the closing of the 1924 report there were 257,543 automobiles paying tribute to the good roads and 1,908 dealers selling automobiles. And that is how the state grows and how it builds the good roads without making the people pay any taxes for them. Also in this condition of affairs is located the reason why the people are demanding the rounding out of the work and legislative enactment which will make it possible.

BOONE BAPTIST CHURCH

Sunday School 10 a. m. W. R. Gragg, Superintendent. Preaching 11 a. m. and 7:30 p. m. B. Y. P. U. 6:30 p. m. Prayer services are being conducted this week preparatory to our meeting which begins Monday night. Rev. W. L. Griggs, pastor of the First Baptist church of North Wilkesboro is to be with us in our meeting.

FORMER WATAUGAN DIES IN THE STATE OF TEXAS

A message from Paris, Texas bears the sad intelligence of the death of our former county man Holland F. Hodges on last Friday. Mr. Hodges was born and reared near Boone leaving here some forty years ago for Texas where he reared a family and prospered financially. He is a brother of Mrs. J. C. Ray of Horton and Mr. R. E. Hodges who spends his summers here.

FOSCOE GLEANINGS

The Rev. Woosley preached a fine sermon here Sunday afternoon. . . ever pleased to have him with us and hope he can return often.

Mr. Grover Walters and family of Blowing Rock visited his sister Mrs. J. D. Coffey, Sunday.

Mr. N. E. Church and Miss Virginia Coffey spent Sunday in Zionsville.

Miss Alena McCain is home again after spending the summer in Blowing Rock.

Mrs. Walters made a trip in Blowing Rock and Lenoir last week. She took in the pioneer show "the Covered Wagon." It was grand.

Miss Virginia Coffey visits Miss Edna Davis at Todd last week.

I think Mr. W. A. Watson is do-

ing the right thing in trying to build up Deep Gap. I hope he can get all the elements he wants. Hope they will help him advertise the place. We don't think we need anything more than the great Grandfather Mountain to aid us. If you stand on the mountain you may see the sun shining long after it is dark in the valley. Try to live up high. Let your whole life be so, upward, upward.

Mrs. Walters is planning a trip to Hopewell church next Sunday with some friends.

WANTED—Students to work in office while taking business course. Full time and from guaranteed position after graduation. Edwards Business College, High Point, N. C. 9-25-19

Advertisement for Oldsmobile Six car, featuring 'New Beauty New Refinement' and listing various models and prices.

OLDSMOBILE SIX PRODUCT OF GENERAL MOTORS

Advertisement for Chevrolet cars, featuring an image of a car and the text 'For Immediate Delivery' and 'Ward Chevrolet Company Boone, N. C.'

Advertisement for Boone Hardware Co., featuring the text 'Democrat Advertising Pays Prepare Your Roofs' and 'The season is fast closing in and before you realize it King Winter will have full sway.'