

# The Watauga Democrat.

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## TAPPING WATAUGA.

Editor Sanford Martin, of the Winston-Salem Journal, while in Boone on the 16th inst., sent to his paper the following write-up of the town and county, that will be highly appreciated by our readers:

They say there is some doubt about this being the highest county seat in North Carolina. The geographies have long given Boone that distinction; but Newland, capital of the new county of Avery, disputes it. Whether Boone is successful in holding its elevation record or not, the time will come when Boone will be the second mountain city in North Carolina.

Since the first of June Boone has had excellent railway service to Johnson City, Tennessee. We have seen some larger ones but no better equipped passenger train in North Carolina than the one which makes the run from the capital of Watauga to Tennessee and back every day. All that Boone lacks of being a railroad center for Northwest North Carolina are sixteen miles to connect with the Southern at North Wilkesboro and less than that to connect with the Norfolk and Western at Jefferson. The time is coming when these gaps will be filled. "Watch Boone Boom" will be the slogan then. Nothing can stop her.

To a Winston-Salem man it goes terribly against the grain to see trains pulling toward Tennessee every day. For they don't haul passengers only. There is no finer stock, dairy, apple, and produce country in the world than these fertile valleys and mountain sides surrounding Boone. The famous old pioneer knew what he was about when he pitched his tent on this creek. This week we have "Forded" it thru Watauga, have seen cattle and sheep on a thousand hills, the prettiest pastures on earth, the best orchards, something less than a million stacks of wheat, corn fields that would make a Hyde county man green with envy and land worth five hundred dollars an acre to raise potatoes on at present prices; to say nothing of the fields of cabbage.

It is these products that the freight trains carry to Tennessee. It hurts to see one pull out loaded with potatoes, apples, cabbage and cheese. It ought to run the other way. And that is why we are so deeply interested in the Watauga and Yadkin River Railroad. That road has been built some thirty miles from North Wilkesboro toward Boone, and it took a flood and a war to stop it. It will be built on to Boone because it must be. The State of North Carolina cannot afford to donate this modern Garden of Eden to the State of Tennessee. And that is what it will amount to in every way except politically if this railroad is not completed.

Nobody up here seems to know anything about when construction work will be resumed. Nothing has been done lately. The road has been sold, and it was reported awhile back that the new owner has decided to scrap it, that the rails and rolling stock would be sold and the road abandoned. But that will not be done, and for three reasons: In the first place, there are some sixty thousand acres of the finest white pine timber in the South in the heart of the mountains along this railroad. The road must stand to haul this timber to market. In the second place, the State owns stock in the Watauga and Yadkin River and the State will never permit the road to be scrapped.

In the third place, it taps Watauga county. And Watauga county! Watauga county is capable of making enough potatoes, cheese, cabbage, beef and mutton to feed several cities like Winston-Salem.

The new cheese industry is reaching enormous proportions in Western North Carolina. Watauga is in the heart of it. It was in Watauga that the industry, so far as the south is concerned, had its birth. To Mr. F. R. Farnham, of the Federal Government's Bureau of Animal Industry who is working in co-operation with the State Department with headquarters at Boone, and who is in large measure responsible for the growth of this new industry, we are indebted for the following facts regarding the cheese development.

The first farmers' co-operative cheese factory organized in the South began operations at Sugar Grove, a few miles from Boone, in June 1915. It was a pronounced success from the start and provided a market for milk which the farmers of this mountain section had never had before. Since it began business the output of this factory has grown from \$1600 the first year to \$24,000 this season.

Since 1915 thirty-four cheese factories, all co-operative, have been built, with approximately eighteen hundred farmers as stockholders. Eighty silos have been erected, many dairy barns, and ten carloads of high bred Holstein cows, have found their way to these cheese sections. Watauga county has eleven factories and in the month of June they manufactured approximately 30,000 pounds of cheese. One of the large packing companies has stationed a buyer here at Boone and he buys and ships four carloads a month, paying cash for the produce. The estimated output of the Watauga county factories alone the present season is at least seventy thousand dollars, and some declare it will run as high as one hundred thousand this year.

This is the only section of the south where cheese can be manufactured with better success than in Wis. and Penn. where the county has heretofore obtained its supply of this product. The cheese of Watauga is even richer than that of Wisconsin, which had the American record for fine cheese until Watauga went into the business. Much of the cheese made by these Watauga factories finds its way to Winston-Salem and other North Carolina cities. But cheese can be shipped from Pennsylvania to Winston-Salem almost as cheaply as from Boone. To get to Winston-Salem a carload of cheese started at Boone must go thru Tennessee and Virginia. And of course the same is true of carloads of everything else, from cattle to cabbage, that these prosperous mountain folk have to sell us.

My, how the cost of living will drop when we really tap this rich country with a direct line from Winston-Salem via North Wilkesboro to Boone. These cheese and dairy industries are merely in their swaddling clothes now. Arrangements have been made for bringing many carloads of Holstein cows to this section within the next six months. And if the growth of the industry keeps up at the same pace for the next five years as during the last four, Watauga county alone will make enough cheese to supply half the market in North Carolina.

Just now the people up here

are not so much interested in railways as in good roads. We have recently been over as fine a stretch of graded highway as we have seen in North Carolina. It is being built from Boone to the Tennessee line, and before long will be a part of the inter-State highway from Winston-Salem via Yadkinville, Wilkesboro and by Boone to Bristol, Tenn. Watauga is going hard toward the Wilkes line. Wilkes is on the job and Yadkin has its link of the great highway within about three miles of completion, and is at work on that. This is destined to be one of the main highways of the State and country. To get into Watauga county now over a good road it is necessary to come all the way around by Statesville, Hickory, Lenoir and climb the mountain through toll gates to Blowing Rock. From Winston-Salem to Boone over the new highway through Yadkin and Wilkes is almost an air-line. The completion of this thoroughfare will be almost as great a boon to Boone as the building of the Watauga and Yadkin Valley Railroad. With a gravel road up the mountain a truck line from Winston-Salem to Boone should prove a paying enterprise.

After the grandeur and beauty of these mountains and valleys the thing that impresses the visitor most are the elegant country residences. Nearly all are painted white. Many of them are lighted with electricity generated by small power plants on these swift streams. Boone is as well lighted as any town in North Carolina. It is supplied with electricity from the splendid plant of the Appalachian Training School, which sells sufficient current to pay the running expenses of the plant and give the school free lights, besides running a mill with the same water power less than two miles down the creek from Boone.

Most of the country homes are large and roomy. They look prosperous. And no wonder, for there is hardly a foot of land in cultivation in Watauga county that can be bought for less than a hundred dollars an acre. Most of it is not for sale at that figure. The county people are rich and getting richer. The county is practically rural but the bank deposits run six hundred thousand dollars. In 1908 there were less than ten thousand. Boone, with less than fifteen hundred people, has one large bank and two more are being organized. The people up here are not at all worried over the revaluation. They are for it. They want a high assessment and a low tax rate, for they realize that it will put Watauga on the map as one of the wealthiest, if not the richest, rural counties in the State.

The biggest thing in Boone, and in all this mountain country of course, is the Appalachian Training School. One day it will be the leading teacher training college in North Carolina. It has one of the best plants to be found anywhere. If there is any place where students can attend school for less money we have not heard of it. Last year more than four hundred young men and women were taught in this institution. This included the summer school, which closed a six weeks session a few days ago. Room is being provided for many more next year. A new dormitory for boys is nearing completion. It is a handsome brick structure, well lighted and heated by steam. It will house comfortably a hundred young men in

## Good Roads Benefit All.

It is singular that people will so often take a narrow view of any public work that is proposed to be done in any community. It is a pity that good people will only look at the question of whether the proposed improvement is personal benefit to them.

The improvement of public roads is one public improvement that must necessarily benefit every one in the county where the work is done whether the road is located in one place or another.

The farmers are as much benefited by the roads, or perhaps more so, than any other class of people in a county where good roads are built.

There are places in counties that a few years ago it required a whole day to go to market and a whole day to go back home from market—two days of time to say nothing of the loss, wear and tear on the man, his stock and his vehicles.

In these same counties now some of these same people who spent two days in going to and from the market—now they go to and from the market within two hours of time in their cars with ease and comfort.

Their produce is placed on the market fresh from the farm. They receive better prices for it in this condition. Their customers who purchase their produce are much better pleased. The people who consume and the people who produce are all benefited.

Good roads have in a large measure eliminated distances and have brought the towns and the country people closer together. They make the people of towns and the rural districts have an interest in each other and enable them to see each other as nothing else has done.

The only person who is not benefited by good roads is the man who wants to live all to himself—he does not want to see anybody and does not want anybody to see him—he does not want to pay any taxes, has no use for women and children, no use for schools and churches—such a man is the only one we ever heard of that would not be benefited by good roads.

Guilford county needs more good roads. The county of Guilford does not have any of these people who are not benefited—like the one described above.—Greensboro Patriot.

## Summer Complaint in Children.

There is not anything like so many deaths from this disease now as before Chamberlain's Colic and Diarrhoea Remedy came into such general use. When this remedy is given with castor oil as directed and proper care is taken as to diet it is safe to say that fully 90 out of every 100 cases recover. Mr. W. G. Campbell of Butler, Tenn., says: "I have used Chamberlain's Colic, Cholera and Diarrhoea Remedy for summer complaint in children. It is far ahead of anything I have ever used for this purpose."

as good quarters as they can find in any college in North Carolina.

With bigger salaries and the growing demand for teachers the State is beginning fully to appreciate the possibilities of the Appalachian Training School. Boone now has a monument to Daniel Boone. Some day it will build another and a bigger one to the Dougherty brothers, who have made the school possible. And somewhere on the shaft should be inscribed the name of Captain Lovill, for many years chairman of the board of trustees, champion booster of Boone and grand old man of Watauga.

## No Soldier Candidates.

Washington Dispatch to Baltimore Sun.

A soldier cannot be elected President of the United States in the present stage of American politics. Gen. Leonard Wood's backers recognize this and are preparing to let his boom burst.

The first statement is a conclusion reached by many politicians in Washington. The second is an allegation made by the backers of another candidate who, they believe, is scheduled to inherit Wood's support. This candidate is Senator Miles C. Poindexter.

Discounting of the soldier candidate's chances in general in Washington and many reasons are given, by Republicans and Democrats alike, for the belief that a soldier cannot be elected. Summed up, the argument appears to be: "The doughboys won't vote for officers."

Vice President Marshall recently returned from a speaking trip in North Carolina and South Carolina, is definitely of the view and gives tangible reasons for it.

"I found down there," he said, "that 16 municipal elections had just been held. In every case it was a contest between an army officer and a civilian and in every case the civilian was elected."

"This aroused my curiosity and I asked soldiers whom I met how they explained it. Almost always they declared their opinion that their officers were not entitled to any political reward. There was a number of soldiers on my train coming back. I put the question to them."

"Well, said one of them, 'I never expect to vote for anything higher than a top-sergeant.'"

"Same here," some of the others chimed in.

"It's like this," said the first fellow. "These officers are made out of the same stuff we are. They went through the same things we did—some of them did. They got commissions, they've got their rank and their honors. Why should we do anything more for them?"

"And listen, I'm a Democrat the same as you are, Mr. Vice President, and the best thing that can happen to us is to have the Republicans nominate Gen. Pershing or Gen. Wood!"

There is no discounting the influence that the vote of the 2,000,000 men who went abroad will have, but opinion seems to be consolidating against the idea that only military men can capture the vote. It is pointed out that those following the Civil War, The Civil War left great domestic issues on which subsequent campaigns were fought for 40 years. Soldiers remained undivided politically as the war had divided them. But the opportunity for such a division, say these observers, has not been furnished by the America participation in the European war.

## Loss of Appetite.

As a general rule there is nothing serious about a loss of appetite, and if you skip a meal or only eat two meals a day for a few days you will soon have a relish for your meals when meal time comes. Bear in mind that at least five hours should always elapse between meals so as to give the food ample time to digest and the stomach a period of rest before a second meal is taken. Then if you eat no more than you crave and take a reasonable amount of outdoor exercise every day you will not worry about your appetite. When the loss of appetite is caused by constipation as is often the case, that should be corrected at once. A dose of Chamberlain's Tablets will do it.

## Pershing's Farewell Message.

General John J. Pershing, the commander-in-chief of the American Expeditionary Forces, the leader of the army which started the Huns toward Berlin and the Kaiser towards Holland, delivered the following personal words to the division as they were about to complete their stay in Europe. The farewell message was issued from General Headquarters in the form of an order being General Order No. 38-A. It follows:

"Now that your service with the American Expeditionary Forces is about to terminate, I cannot let you go without a personal word. At the call to arms, the patriotic young manhood of America eagerly responded and became the formidable army whose decisive victories testify to its efficiency and its valor. With the support of the nation firmly united to defend the cause of liberty, our army has executed the will of the people with resolute purpose. Our democracy has been tested, and the forces of autocracy have been defeated. To the glory of the citizen-soldier our troops have faithfully fulfilled their trust, and in a succession of brilliant offensives have overcome the menace to our civilization.

"As an individual, your part in the world war has been an important one in the sum total of our achievements. Whether keeping lonely vigil in the trenches, or gallantly storming the enemy's stronghold; whether enduring monotonous drudgery at the rear, or sustaining the fighting line at the front, each has bravely and efficiently played his part. By willing sacrifice or personal rights; by cheerful endurance of hardship and privation; by vigor, strength and indomitable will; made effective by thorough organization and cordial cooperation, you inspired the war worn Allies with new life and turned the tide of threatened defeat into overwhelming victory.

"With a consecrated devotion to duty and a will to conquer, you have loyally served your country. By your exemplary conduct a standard has been established and maintained never before attained by an army. With mind and body as clean and strong as the decisive blows you delivered against the foe, you are soon to return to the pursuits of peace. In leaving the scenes of your victories, may I ask that you carry home your high ideals and continue to live as you have served an honor to the principles for which you have fought and to the fallen comrades you have left behind.

"It is with pride in our success that I extend to you my sincere thanks for your splendid service to the army and to the nation.

## Summer Complaint Quickly Relieved.

"About two years ago when suffering from a severe attack of summer complaint, I took Chamberlain's Colic and Diarrhoea Remedy and it relieved me almost instantly," writes Mrs. Henry Jewett, Clark Mills, N. Y. This is an excellent remedy for colic and diarrhoea and should be kept at hand by every family.

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