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TO SCRAP 100 U. S. DESTROYERS

Secretary Denby Recommends That Navy Personnel Be Fixed At 90,000 Men

A Washington Dispatch of the 16th says: Secretary Denby appeared before the house naval committee to recommend that the naval personnel for the next fiscal year be fixed at 90,000 men and 6,000 apprentices as compared with the 100,000 men and 6,000 apprentices now authorized.

Mr. Denby recommended that there be no reduction in the existing strength of line officers of the navy; that the first class at Annapolis be graduated and commissioned, but that appointments to the academy hereafter be reduced to three for each member of congress, instead of five.

The naval secretary recommended that 100 destroyers be placed out of commission. He estimated that the program he outlined would effect a saving of \$70,000,000 in next year's budget.

Secretary Denby's statement pointed out that since 1919 the war-time naval establishment had been reduced from 1,362 vessels in commission to 900, the commissioned personnel from 32,200 to 6,163, and the enlisted force from 480,723 to 100,999.

"It is not easy," he said, "to get back to normalcy from such vast expansion."

Mr. Denby said the net result of the naval limitation conference today is that Great Britain is to have 22 capital ships, the United States 13 and Japan 10, there being no limitation on auxiliary combat craft except as to the size and armament of future vessels.

When the conference opened, Mr. Denby said, the United States had 46 battleships, 35 battle cruisers, 317 destroyers, 148 submarines, 197 auxiliary craft and 164 "mosquito fleet" vessels.

"By the terms of the treaty," he said, "the United States will have remaining 18 battleships, 316 destroyers, 33 cruisers, 147 submarines, 196 auxiliaries and 152 small vessels. It is clear that no definite conclusions as to the future strength of the United States navy should be reached until ratification by the senate of the pending treaty, because we shall not know until then that the treaty will become effective. This complicates the question of personnel."

"Mr. Denby described the status of the effect in commission today, showing that battleships carry about 84 per cent complement, destroyers from 50 to 80 per cent and submarines from 40 per cent up.

"It is quite clear that the navy in enlisted and commissioned personnel both is undermanned today" he said.

"It is clear in your mind undoubtedly that the rule applied in apportioning of vessels in the different navies (under the treaty) was what was called the navies needed for national safety and the results were arrived at after a most careful study of the situations confronting each nation participating in the treaty. It must be assumed, therefore, that 18 battleships is regarded by the government's signature to the treaty as the necessary quota for the safety of the United States."

SWEET POTATOES SENT TO KING AND PREMIER

Southern sweet potatoes, served in one of the appetizing dishes made famous by Dixie house

HISTORY OF THE CANNING INDUSTRY

Up Until 1825 the Canning of Food, One of Our Leading Industries, Unknown

Louisville, Ky.—A history of the canned industry dates back 100 years, according to a review at the recent convention here of the National Cannery Association.

The process began to be worked out simultaneously in New York and Boston. Thos. Lemsett and Ezra Dagget of New York succeeded in 1825 canning or packing in a crude way salmon, lobsters and oysters. In Boston William Underwood and Charles Mitchell, using heat, succeeded in packing damsons, quinces, cranberries and currants. Up until this time the canning of food, one of the most important industries of present civilization, was unknown.

Credit for the discovery of the method of keeping perishable goods by heat and sealing in airtight containers, however, belongs to a Frenchman, Nicholas Appert. Appert, taking advantage of an offer by Napoleon of 12,000 francs for the discovery of a method of preserving food for his army, began experiments that after fifteen years, resulted in the discovery that food could be preserved by using heat and putting the product in sealed containers.

The theory of the process was unknown however to Appert and it was not until the time Louis Pasteur, the famous bacteriologist, discovered bacteria that the scientific basis of canning was understood.

Prof. H. L. Russell of the University of Wisconsin, using Pasteur's discovery, found in 1895 that the spoilage certain pea canners were experiencing was due to bacteria. Prof. Russell's work was continued by Prof. Prescott and Prof. Underwood of the Massachusetts Institute of Technology.

It was not until the Civil War that a canning factory was established. Canned goods, which formed the principal rations of the armies in the World War, obviated the necessity of soldiers at the front going without food for several days at a time, such as had been the case in earlier wars, it was pointed out at the convention.

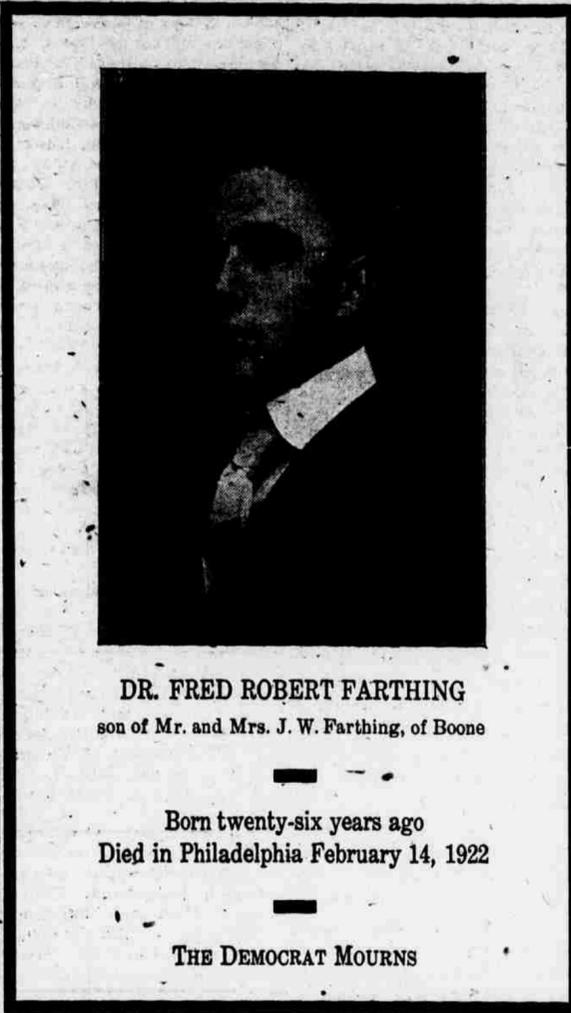
The War Department, during the year and a half the United States was at war, purchased for the American and Allied Expeditionary forces 30,000,000 cases of canned vegetables and 2,000,000 cases of canned fruits, it was shown.

The annual output of canned foods, according to the Census Bureau, exceeds \$800,000 in value.

In order to create interest in canned goods the week of March 1-8 has been set aside as National Canned Goods Week.

wives, will soon be on the tables of King George and Premier Lloyd George of Great Britain, specially prepared packages for them having been among a shipment of 2,000 pounds, forwarded from Charleston to Liverpool on the steamship Wekika.

The Southern sweets are being sent to England for the purpose of introducing this excellent food staple through the joint efforts of the Southern Railway System, the Carolina Company, steamship forwarding agents, and the South Carolina Sweet Potato Association.



DR. FRED ROBERT FARTHING
son of Mr. and Mrs. J. W. Farthing, of Boone

Born twenty-six years ago
Died in Philadelphia February 14, 1922

THE DEMOCRAT MOURNS

THRONGS GATHER TO PAY LAST RESPECTS TO THE MEMORY OF DR. FRED R. FARTHING

The funeral of Dr. Farthing, was conducted last Thursday at the Baptist Church by the Reverends Huggins and Brinkman. The large auditorium was crowded with people from far and near who loved the memory of their departed friend. The service, though simple, was unusually impressive.

Dr. Farthing rests in the town cemetery under a veritable bank of flowers. Beautiful floral offerings still come from companions both north and south, and the many messages and letters of condolence being received by the bereaved family, bear testimony to the high esteem in which the deceased was held by those with whom he came in contact through life.

SMOKING INCREASES AMONG THE WOMEN

Assistant City Physician of Chicago Says
Many Girls Make Cigarette Fiends

Cigarette smoking among girls 14 and 15 years old, and especially among girls employed in industrial plants, where they need all the nerve force they have to withstand the strain of the machines, is increasing at an alarming rate, declared Dr. Clara Seippel, assistant city physician of Chicago, at the fourteenth annual conference of the industrial physicians and surgeons.

"Society girls, who have plenty of leisure and can go to Palm Beach and Atlantic City for rest and recuperation, need not suffer the breaking down of their nervous systems by this nerve-destrating habit," Dr. Seippel explained, "but girls who are shut up in shops and confined to so many hours work every day become nervous wrecks from smoking cigarettes."

"It is not only confined to factory girls. I have been in many hospitals where all the women nurses smoke. The most alarming phase of the situation is growing of the habit among the young girls."

Dr. Seippel also said that the abandonment of the corset has not proved a benefit to girls, "for instead of holding themselves up and developing their abdominal muscles, so many of them slouch down and thus injure their health."

Another injurious practice she explained, "is going to work without any breakfast. You do not find many boys doing that," she exclaimed.

QUANTITIES OF COAL IN NORTH CAROLINA

State Has Millions of Tons--Raleigh
Paper Speaks of New Operations

(News and Observer.)
It has been known for a good many years that there was coal in North Carolina. But most people have supposed that there was no appreciable quantity. Now the government comes along and says there are millions of tons.

From the Cummock mine, owned by the Norfolk Southern Railroad Company, coal is being taken regularly, and it is said that the firemen on that road prefer it to any other kind.

The new mine, operations in which have been directed by Mr. Bion H. Butler and associates, is prepared for mining coal on a large scale. Twenty-five or thirty men are now regularly employed and the number will be increased.

The mine is in six miles of access to four railroads, leaving nothing to be desired in the way of transportation. What is still more important it is in a territory which is now getting most of its coal with a heavy freight rate added to the cost of the coal at the mouth of the mine. This latter is an enormous advantage when it is remembered how high freight rates are now.

North Carolina is singularly blessed. It has resources far greater than it knows.

R. F. Hendly furniture merchant, of Hickory, has filed a voluntary petition in bankruptcy in the United States district court. Liabilities, \$5,542.11, assets \$7,869.70.

MANLY B. BLACKBURN DIES IN BALTIMORE

Prominent Local Educator Pays Tribute to Memory of Mr. Blackburn, a Leading Business Man and Public-Spirited Citizen of Boone Who Died Feb. 17 at Johns-Hopkins Hospital

(By Professor B. B. Dougherty.)
Mr. Blackburn came to Boone as Register of Deeds in 1889. Later he was elected Clerk of the Court.

He was born on Meat Camp, Aug. 1, 1858. Died in Baltimore Feb. 17, 1921. Married to Miss Martha Norris, a noble woman, who survives him. Three children: Mrs. Dr. J. W. Jones, Mrs. M. P. Critcher, Mrs. Henry Hardin. The three boys died when young.

On leaving his office, Mr. Blackburn opened a hotel and store. Later he enlarged his hotel, and the store has grown each year. Today his inventory would not be less than thirty thousand dollars. The hotel and real estate are valuable.

Twenty years ago Judge Council said to this writer: "Do you know that Manly Blackburn is one of the most public-spirited men that ever lived in Boone?" He was then working and spending money to build the Methodist church. Later, he became intensely interested in a new court house for Watauga. He wanted vaults and safes, giving fire protection to our public documents.

As a planner and organizer, and as a leader of men, he had but few equals in this county. He campaigned the county for bonds for the Watauga & Yadkin River Railroad. The bonds were carried but the road was not built. When the campaign was opened for dirt road bonds, Mr. Blackburn took the field again, often going into communities where the bonds were least understood and had least support. He invited me to go with him. He stopped men in the road; he called them out of their fields; he talked with them around their fire-sides and in the public school houses. With an intensive and apperceptive knowledge he knew what to say to each one on each occasion. The bonds were carried, and he served as road commissioner without money and without price.

Leaving his business, he went during zero weather, when the snow was deep, to induce people to vote bonds to aid in the construction of a railroad into Boone. The bonds voted, he helped with the rights of way and gave his strong cooperation to the building of the road.

As a town alderman he helped build the concrete walks and rock the streets, financing the proposition when necessary with his own money. He worked day after day, with his own hands, amid sunshine and rain, never dreaming of compensation, because he loved the town and wanted to see it improve.

When the Appalachian Training School was started, he was among the first with a heavy subscription. His big team and driver was at easy command for days, weeks and months. As a Trustee and chairman of the Executive Committee, he gave support unstinted.

He filled a niche in the sociological life of this town that can not be replaced. With a hospitality wide-spread, a most remarkable charity to both white and black, with a love for the church, and a passion for all kinds of progress-

FAVORS CO-OPERATIVE MARKETING OF WOOL

Foremost Wool Buyer of Watauga County
Wants 1922 Clip Pooled

(By W. E. Shipley.)

Since the fruit growers, the tobacco growers and the Western wool growers have proven that co-operative plan of marketing is a success, why not the wool-growers of Watauga county organize now and pool their 1922 clip? Practically all local wool pools have failed for the reason that there is not enough interested to make a car load. Ten thousand pounds is a minimum and fourteen thousand pounds a maximum car load. When you have a full car of wool to offer you can get a buyer to come and pay you the full market value for your wool. Philadelphia is our best market, but local freight charges from here to Philadelphia are prohibitive.

I have bought eighty per cent of the wool in this county for the past fifteen years. From 1910 to 1917 our wool sold at 10 cents per pound higher than the western wool. Now, if you will notice the market, or what the western grower gets for his wool, you will see that they are selling wool at from five to ten cents per pound higher than any has been sold here. Not because their wool is of a higher grade, but because they have better methods of marketing.

Our wool grades the same as Virginia, West Virginia and Kentucky, one fourth blood. If you will notice market quotations on the above you will see what our wool is worth on the markets. If the sheep men of this county will re-organize and get the farmers all signed up you will know approximately what you will have to offer. The average clip in this county is about 5 pounds to the sheep, and when you have the number of sheep in the county you will know what amount of wool you have to offer. With your organization in effect you can let the wool people of the East know what they have for sale, and when your sale is made they will send a man here to receive and pay for it. There can be some central point selected and a day for delivery. This way the grower will go back home with his money in his pocket, with no hereafter to fear of shortage of weights, bad grades, etc.

It looks now that it is a safe gamble that our wool will bring 40 cents per pound, and possibly more, if we don't fool it away. I would like to hear from others.

ive improvements, he was always counted, though absent, when groups of gentlemen would discuss any of these matters.

His judgement was good, his advice was always sought. To many I have put this question: "What man in Boone has the greatest balance, the most common sense?" The incentive answer always came: "Manly Blackburn." He was modest and retiring, but an astute man with great ability.

To me personally his death is a distinct loss—an irreparable loss. For twenty years, amid all kinds of perplexing problems, when other friends were hesitating, he gave to me support, constant, steady, strong. One of the deep regrets we all must have, that we did not express our appreciation to him more when he was here.

Knowing him as I have—perhaps better than any other man knew him—knowing his joys and disappointments in this life; knowing his hopes and expectations in the life to come, I can not but rejoice in the firm, sweet conviction that all is well with him now.