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Value Cotton Mill Products Increase.

The value of North Carolina's cotton mill products has increased from \$52,108,250 in 1912 to \$146,894,172 in 1922, according to reports from cotton mills in the state compiled by M. L. Shipman, commissioner of labor and printing, for use in the annual report of the department. With this climb, North Carolina cotton mills have maintained their supremacy in the South and is now second in the United States. In the state itself, the industry ranks first in the number of wage earners, the amount paid in salaries and wages, the value of products and in value added by manufacturer.

"Cotton manufacturing," says Mr. Shipman, in the chapter of his report on cotton mills just completed, "has experienced a steady growth throughout the years for which statistics are available, the value of products having increased during the past decade from \$52,868,689 in 1912 to \$229,670,691 in 1922.

"Capital employed and authorized ten years ago was \$53,108,250; for 1922, \$146,894,172. 54,710; number reported June 30, 1922, 78,972.

"Approximate amount of raw material used in 1912, 328,407,979 pounds; in 1921-22, 531,768,116 pounds, or 1,063,536 bales of cotton weighing 500 lbs per bale. This percentage of increase in the quantity of raw materials consumed by the industry is found to be relatively greater than that of any other state engaged in the manufacture of cotton goods.

"The cotton mill industry of the state has also rapidly expanded its machinery equipment, showing a remarkable increase in both spindles and looms during the ten-year period for which these comparisons are made. The number of spindles employed in 1912 was 3,321,426; in 1921-22, 5,605,103. Looms in 1912, 865,951; for 1921-22, 74,740. Because of their different speeds and their use upon different grades of yarn, the number of spindles employed may not be strictly an accurate index of the cotton industry, yet it is one of the best standards available and is the most generally accepted measure of progress.

"The total number of employees engaged in this industry in 1912 was 54,710. The spindle increase in North Carolina has, for each succeeding year since 1912, been greater than in any other state and establishes beyond question the claim that the state has risen to a position of great importance in the cotton manufacturing industry. The increase for the last biennial period is 376,836. Rate of increase since 1915, being a total of 1,312,424, is 25 per cent. The output of North Carolina spindles consists of fine yarns in immense quantities, the value of which, in proportion to number, exceeds that of any other rival. In the value of ticks and denim the state leads the entire country.

"An index to the industrial progress of the state the past two years is furnished by the continued growth of the cotton mill industry. Industrially North Carolina has rapidly advanced to that position of output and prosperity will be controlled only by basic limitations. No fact relating to the advancement of the state is more interesting, more important, or more significant to the student of social and economic conditions in North Carolina than the vigor, the persistency and the success that has followed the introduction of this branch of manufacture. The last biennial period has witnessed the usual development by the textile industry.

"The number of mills represented in these compilations is 383. Of this number 352 report \$146,894,172 in value added and authorized in plant operations. The number of spindles reported is 5,605,102; looms, 74,740; cards, 14,735; and the number of horse power utilized at regular intervals was 231,759. The approximate amount of raw material used, 531,768,116 pounds. Estimated value of yearly output, \$229,670,691. Adult males employed, 46,324; females, 27,754; children, 4,894. Total number of employees, 78,972. Estimated number of dependents intimately associated with the cotton mill industry in the capacity of wage-earners and their families is 205,055.

"The extent to which an industry gives employment and its amount which it pays in wages is a better test of its importance in many instances than the capital it requires, the cost of materials, the value of products, or even the added value through the process of manufacture. The wage earners in all branches of the textile industry of the state combined, present a formidable array of men, women and children. The number of each class reported for the period covered by this report shows a healthy increase over the previous two years, but the wage level is lower, due in a measure to the continued business depression which appeared during the latter part of 1920. The highest average wages paid males during the last biennial period is \$4.75 per day; females, \$1.87

CONDENSED NEWS FROM THE OLD NORTH STATE

SHORT NOTES OF INTEREST TO CAROLINIANS.

Greenville.—W. H. Whichard, aged 71, highly respected farmer, died at his home near Staton's Mill. Mr. Whichard was one of the best known men of his section and was held in highest esteem by a wide circle of friends.

Wilson.—The best average price for tobacco since 1919 was established here when 646,628 pounds was sold for \$236,719.54, or an average of \$36.60 per hundred pounds.

Whiteville.—Don Nobles, charged with the killing of his kinsman, Frank Nobles, was brought back from Seville, Fla., by Sheriff Ammons. Nobles, it is said, admits to the killing freely, but refuses to state a reason for the homicide.

Durham.—Sharpe Roberts, former Piedmont league baseball player, who was stabbed and seriously wounded in an affray, which occurred during one of the Durham-High Point post-season series games, will recover, it was announced at the Watts hospital.

Wake Forest.—The running of the Raleigh-to-Richmond division of the national highway through the heart of Wake Forest was assured when the trustees of the college called in session, voted to allow the commission right-of-way along the east side of the campus.

Lenoir.—Marshall Webb, of Leakeville, one of the smaller students in the Patterson school, in Happy Valley, was seriously injured when run down by an automobile. Both legs were broken, one in two places, and a compound fracture was made on the other in addition to the break.

Lamberton.—Sellers Skipper, white barber of Red Springs, Robeson county, who was found in a road in the outskirts of that town in an unconscious condition, died in a hospital in Fayetteville. A blow on the back of the head caused the death of Skipper.

Durham.—Walter Dayton, catcher of the Durham, Piedmont league, baseball team, who suffered a fractured ankle in the fourth game of the league's post-season series, has recovered sufficiently to walk on crutches. Physicians say he will be able to leave the hospital within a few days.

Hickory.—The Catawba county fair, enlarged so as to include four counties, was formally opened by President John W. Robinson in the presence of an unusually large crowd. This was known as Burke county day and J. Earnest Erwin, of Morganton, was the speaker of the afternoon.

Greensboro.—Definite answer as to whether Greensboro will retain its franchise in the Piedmont Baseball league must be given to W. C. Braham, of Durham, president of the league, immediately after the meeting of the stockholders of the club and others interested on October 17. That is the ultimatum delivered personally to John T. Rees, president of the local club.

Charlotte.—Lew Hahn, managing director of the National Dry Goods association, was the honor guest at the Made-in-Carolinas Exposition, on the occasion of "Merchants' Day." He delivered an address before the Chamber of Commerce and the exposition audience on the general subject of more cordial relation between retail distributors and consuming public.

Winston-Salem.—The Forsyth county fair opened at Piedmont park and the thousands in attendance were free to admit that the commercial and farm exhibits were decidedly the best they had ever seen at a county fair. All of the space this year in the commercial building is taken by Winston-Salem merchants and manufacturers who have arranged a regular exposition in which many locally made products are featuring.

Chapel Hill.—All records for attendance at the North Carolina University have been broken, it was announced when figures at the end of the third day of enrollment showed 1,788 students on the campus.

Wilmington.—Contracts for twenty-five Pacific type locomotives at a cost of \$1,350,000, has been awarded to the Baldwin Locomotive Works of Philadelphia, by the Atlantic Coast Line railroad, it was announced here.

Lumberton.—Sheriff R. E. Lewis arrived here with Joe D. Kemp, who was arrested in St. Augustine, Fla., on the charge of killing Daniel E. McNeill, near Red Springs, Robeson county, on August 15, 1878, 44 years ago.

Marshall.—Henry Humphrey, 11-year-old negro boy who shot and killed Blaine Moore, a seven-year-old playmate, when he discharged a shotgun at Aaron Logue, a nineteen-year-old lad with whom he had been disputing, is being held in the city jail, awaiting the decision of Coroner R. R. Morris as to what action to take.

LABOR SITUATION IS NOW IMPROVING

REPORTS REVEAL INCREASE IN EMPLOYMENT IN MANY CITIES.

65 CITIES REPORT INCREASE

Common Labor Shortage Reflects Portent of Prosperity Over the Entire County.

Washington.—Industrial employment in all parts of the country has been accepted by adjustment of coal and rail strikes, although inadequate car and fuel supply has retarded a further improvement, the department of labor announced in a survey of reports from the principal industrial cities.

Reports from 65 leading cities showed an increase in employment during September is compared with August, which 17 cities reported decreases. Industries showing increased employment were railroad repair shops, tobacco and textile manufacturers, iron and steel and their products, food, leather, lumber, paper, printing and chemical and allied products.

Decreased employment was disclosed in "liquor and beverages," vehicles for land transportation, metal and products other than iron and steel and stone, clay and glass products.

Building construction, said the survey, is maintaining a steady pace in practically all sections, while the most encouraging sign of prosperity is the threatened common labor shortage everywhere. Elimination of transportation and fuel difficulties, the department declared, will speed production and employment "to a higher degree than has obtained since the war."

Adjustment of textile labor controversy has "increased employment in that industry tremendously" while improvement in the textile situation was shown generally in New England.

Lieut. Gordon Wins Air Race.

Detroit.—Lieut. A. W. Gordon, U. S. N., won the Curtiss marine flying trophy race here with an average speed for the eight 20-mile laps of 112.61 miles an hour. Eight planes piloted by aviators of the navy and marine corps started. Lieut. H. A. Elliott, of the marine corps, won the prize for the best average speed in the air.

The race was not so much a speed event as a contest demanding good piloting. One of the difficult maneuvering feats required was that at the end of the fifth, sixth and seventh laps each pilot should bring his machine down to the water and taxi over a 1,200 foot stretch before making a hair-pin turn and again taking the air.

Lieutenant Sanderson had the race won until a mile from the finish line on his last lap, when he was forced to land with an empty gasoline tank. His average speed in the air was 125 1/4 miles an hour. He piloted a Curtiss 18-T triplane.

Lieutenant Gordon, winner of the trophy and who was the only one to finish the race except Lieutenant Radia, had an air-cooled motor. His average speed in the air for the first three laps, during which the contest ants were not compelled to taxi on the water, was 117.8 miles an hour.

Of the six planes that failed to finish the race, two were damaged in forced landings.

Lieutenant Rutledge Irvine's plane got from under control when the left wing pontoon became loosened. It brought it down on a huge pile of coal. The machine was partly wrecked, but the pilot was unhurt.

Invite Greek Army to Evacuate.

London.—An official communique was issued after a full cabinet meeting, ressumoned to consider a long dispatch from Lord Curzon at Paris: "M. Poincare and Lord Curzon have reached an agreement that the Greek army should be invited to evacuate eastern Thrace on the understanding that the allies should occupy the evacuated territory for a period of 30 days from the date of the completion of the evacuation of the Greek forces, in order to guarantee the safety of the non-Turkish population.

"This agreement now must be presented to the Turkish representatives at Mudania on the understanding that effect thereto will only be given if the Turkish representatives accept the remaining conditions laid down by the allied note of September 23, particularly respecting the neutral zones on both sides of the Hosphorus and the Dardanelles."

GENERAL PERSHING TO VISIT RALEIGH

A CONFLICT OF ENGAGEMENTS MOVES HIS VISIT FORWARD; PLANS FOR RECEPTION.

TO BE GUEST OF GOVERNOR

General Pershing's Address at Ground Will Follow Opening Address of Governor Morrison.

Raleigh. General John J. Pershing will be the guest of the North Carolina State Fair on Tuesday of fair week instead of Wednesday, according to announcement made by Col. Albert L. Cox, the chairman of the reception committee, upon his return from Washington, where he went over the tentative program for the day with the general. Conflicting engagements make it necessary to move up his engagement here.

General Pershing will arrive in Raleigh from Washington early Tuesday morning. He will be the guest of Governor Morrison at breakfast at 9 o'clock with a distinguished company, including Mrs. Edith Vanderbilt, president of the State Fair. At 11 o'clock the procession to the fair grounds, headed by a battery of artillery from Camp Bragg, will form.

Although plans have not definitely been made, General Pershing's address at the grounds will follow the opening address by Governor Morrison, and the president's address by Mrs. Vanderbilt. The general will be the honor guest at a barbecue to be served on the grounds, and will later visit the exhibits with Mrs. Vanderbilt. A brief reception may be held.

Brigadier General A. J. Bowley, the commanding officer at Camp Bragg, will arrive at Raleigh on Monday of fair week, and will be the guest of Colonel Cox. He has issued orders for the Fifth regiment band and a battery from the camp to encamp here for the whole of fair week. He will march in the parade to the grounds. Adjutant General J. Van B. Metts will act as chief marshal, at the request of Mrs. Vanderbilt.

At 5:40 in the afternoon General Pershing will leave for New Orleans, where he will attend the annual meeting of the American Legion. Initial plans for his reception and entertainment have been somewhat altered on account of the necessity for his earlier departure for the south, but he will be here sufficiently long to receive a rousing welcome from North Carolina.

Governor Stays Death of Dixon.

Sixty days was added to the life of Joe Dixon by executive order, when Governor Morrison gave the Craven county burglar a stay of sentence until December 10, and some slight foundation upon which to build a hope that execution may be replaced with a life sentence in the state prison. Dixon was to have been executed on Tuesday morning at 10:30.

Both Judge Frank A. Daniels, who sentenced Dixon to death, and the solicitor who prosecuted him, have recommended to the governor that he be extended clemency but this the governor has not fully made up his mind to do. Dixon was caught red-handed and wounded by a 14-year old boy as he was burglarizing a residence in New Bern last spring. August 10 was set originally as the date of his execution.

Reprieve for Dixon and the perfection of an appeal to the supreme court in behalf of John Bush, member of a prominent white family in Caldwell county sentenced to death for murder Friday morning of next week reduced the number who will die between Tuesday and Friday to two. Joe Jackson will be electrocuted for burglary on Friday and Melver Burnett for rape on Thursday morning.

Rate Investigation at Asheville.

Corporation Commissioner Allen J. Maxwell, Rate Expert W. G. Womble of the commission, and a staff of clerks, left for Asheville to attend the Southern rate investigation hearing. Mr. Maxwell took with him a big array of exhibits and briefs to be presented in support of North Carolina's fight against excessive freight rates which, the commissioner contends, will result from the investigation if the railroads win their points. Edgar E. Clark, former chairman of the interstate commerce commission and head of the legal firm of Clark & LaRue, of Washington, is expected to go to Asheville the first of next week to take part in the hearing at the state's attorney.

U. S. AND FOREIGN SHIPS MUST BE DRY

WHILE IN AMERICAN WATERS; NO SALE ON U. S. CRAFT ANYWHERE.

A COURT FIGHT FORESEEN

Chairman Lasker Considers Ruling a Blow to American Merchant Marine.

Washington.—All vessels, American or foreign, are prohibited from having liquor on board in American territorial waters under an interpretation of the prohibition amendment and the enforcement act handed down by the department of justice. Moreover the transportation or sale of intoxicants on American craft, wherever operated, was held to be inhibited.

American territorial waters were construed to include those not only within the three-mile limit of continental United States but also those within the same limit of the Philippines, the Hawaiian Islands, Porto Rico, the Virgin Islands and Alaska. The law would not apply in the Panama canal zone, as that zone is specifically exempted by the statute itself.

So far as American ships are concerned the sale or transportation of liquor will cease at once, or as soon as those vessels reach their home ports. In the case of foreign ships, the decision will become operative as soon as the necessary regulations can be prepared and promulgated by the treasury department.

Court action looking to a final determination of the application of American dry laws to foreign ships entering American ports was foreseen both by Attorney General Daugherty and Chairman Lasker, of the shipping board. Mr. Daugherty said he had already been advised that a case was about to be filed which would bring the issue to the supreme court.

Chairman Lasker was of the opinion that the first move of foreign lines would be to seek an injunction restraining the government from enforcing the law. He said it was reasonable to suppose that the courts would grant such an injunction with a result that foreign ships would continue to arrive with liquor on board until there was a final decision by the highest court.

Publication of the opinion of the department of justice followed a White House conference to which President Harding summoned Mr. Daugherty, Secretaries Hughes and Mellon and Chairman Lasker. Various phases of the situation were discussed, including the possible results of enforcement upon the international relations of the United States.

Chairman Lasker predicted that enforcement of the law would operate to an immediate disadvantage of the American merchant marine and would make more necessary enactment of the ship subsidy bill if the American flag was to stay on the high seas. He believed the ruling would have great influence in Congress when the subsidy bill was taken up.

An undoubted effect of the enforcement, Mr. Lasker said, would be to hamper the board in its efforts to build up American shipping to the Orient and South America. He expected Vancouver, British Columbia, to profit at the expense particularly of Seattle and Portland in the Oriental trade and Montreal at the expense of New York in the South American trade. Also he looked for Montreal to gain over New York in the trans-Atlantic trade.

Aviators in Air 35 Hours.

San Diego, Calif.—Lieutenant John A. MacReady and Oakley F. Kelley, who had been flying over San Diego since 5:56 a. m. in the monoplane T-2, landed at Rockwell field soon after 5:11 p. m. the following day, having broken all known records for sustained flight in the heavier-than-air flying machine. They were in the air 35 hours, 18 minutes and 30 seconds.

The aviators were well tired out but willing, they said, to have continued their flight except for their desire to reach the ground before darkness should make landing more difficult. The landing of the big plane was the signal for mighty chorus of whistles from the vessels in the harbor. When the airman circled down into the field, a small army of spectators was waiting to greet them. Capt. E. R. Erwin, commandant of Rockwell field, soon after the flight ended, gave out the time the aviators had been aloft as 35 hours, 18 minutes and 30 seconds.

MUDANIA PARLEY HALTED ABRUPTLY

VARIOUS EXPLANATIONS FOR CONFERENCE BREAK ARE GIVEN IN RUMORS.

ITALIAN DELEGATION RETURNS

One Most Generally Credited Related to the Evacuation of Constantinople.

Constantinople.—Abruptly, though not unexpectedly, the Mudania conference came to a halt. When it will be resumed is a matter of conjecture.

Brigadier General Harrington, commander of the allied forces and head of the allied delegation, returned on the battleship Iron Duke, and the Italian delegation also came to Constantinople. It is understood the allied generals will go into conference with the high commanders on certain serious difficulties which have arisen at Mudania.

Various explanations for the separation of the delegates are given in the rumors which quickly developed here. The one most generally credited relates to the evacuation of Constantinople. According to unofficial information, Ismet Pasha, the nationalist representative, suddenly raised the question at the afternoon conference of the evacuation of Constantinople.

General Harrington replied that that would come after the conclusion of the peace treaty, as set forth in the joint allied note. Ismet insisted repeatedly on an earlier evacuation, and it was found impossible to reach an agreement for the present on this important point.

General Mombelli, of Italy, supported General Harrington, but the French delegate, General Charpy, was non-committal.

At this juncture, M. Franklin-Bouillon, French envoy, declaring that he had been instructed by the French government to support the Turkish demand. The discussion grew very warm and the allied generals adjourned to confer with the commissioners at Constantinople.

Both General Harrington and General Mombelli have asked for further instructions from their governments. If these are received in time, it is possible that the conference may be resumed immediately.

Another report was current, but accepted as only a partial explanation, that the stoppage of the conference sessions was due to the necessity of the Greek delegates referring all matters for discussion to their government at Athens.

Protracted Drought Grips Country.

Washington.—The weather elements are not exactly right. This is the only explanation the United States weather bureau can make for the protracted drought which grips a great portion of the country. Meteorologically speaking, the winds and the barometer pressure are acting contrary to nature. The air is sluggish and there is little movement in high or low strata, consequently the moisture-bearing air cannot journey over the country.

With the exception of California and the northern Pacific coast, Florida and the east Gulf coast, there have been few areas where any rain to speak of has fallen for four or five weeks. There is "low" extending from Washington, D. C., to south of Knoxville, Tenn., which is hardly moving and which forms a barrier to the moisture-bearing winds. When that moves away, says the weather bureau, there will be some chance for a change for the better.

Although the present dry spell is making somewhat of a record for territory covered and length of time, agriculturists and meteorologists declare it has been marked by an exceedingly small amount of crop damage. The preceding warm weeks rapidly matured corn and other crops, cotton and truck stuff, and the harvest generally is practically over.

Some little damage may result to late corn, it was said by agriculture department officials, but this probably will not be extensive. The main trouble, from the farmers' point of view, is that sowing of winter wheat is being retarded by inability to get the ground in condition.

Cotton in Texas and Oklahoma was slightly damaged several weeks ago in the early stages of the dry spell. Truckers in the South have been saved from loss by recent showers from the Gulf of Mexico, but most of the late truck crops in northern sections have reached the stage where the dry weather does little damage.