

# The Watauga Democrat.

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## NEWS FROM THE TRAINING SCHOOL

Some shrubbery is being put out on the Campus of the Training School. That is good. Let the good work go on.

Some special exercises by the students and Faculty of the Appalachian Training School at chapel the past week were enjoyed by the student body.

The children of the town enjoyed an egg hunt on the Campus on Friday afternoon, given under the auspices of the Normal Department.

The base ball season opened at the Training School Monday the 2 by a game with Oak Grove, team, the results of which are not known at this writing.

Professors B. B. Dougherty and Greer went to Ashe the latter part of the week. Prof. Greer delivered an address at the close of a school taught by Stuart Moretz as principal.

Work on the new Administration Building of the Training School has been resumed and is being pushed by the contractors. They report that they will continue to push it to the earliest possible completion.

Mr. Moretz, a successful merchant of Hickory, with his three boys motor to Boone on Sunday to visit his brother, Mr. J. M. Moretz, and other relatives in the county. He says this is his first Easter in Boone in twenty five years.

Professor A. T. Allen made a flying trip to Boone the latter part of the week to the great pleasure and profit of his many friends and the Training School. Now the NEWS AND OBSERVER reports that he has been elected President of Cullowhee Normal. Sincere congratulations to our good friend. He is to take charge of the work the first of July. Cullowhee is to be congratulated on securing one so capable in training teachers, and it is confidently expected that this school will rise rapidly in its work.

J. M. Downum.

## HARDING GIVEN A TASTE OF WINTER

Augusta, Ga., April 1.—The Easter cold wave of the north, reaching far down into the south, met President and Mrs. Harding on their arrival today to spend the final week of their vacation, but its chilly blast was soon forgotten in the cordiality of Augusta's welcome.

After nearly a month spent under the warm and sometimes almost broiling sun of Florida the return to even a taste of the weather experienced during March in the northern states was most noticeable, and members of the vacation party promptly cast aside the straw hats, flannels, and other summer clothing. An Easter sun, however, soon warmed the air, and by noon everything had pretty well thawed out.

The special train arrived here from St. Augustine soon after 9 o'clock this morning, but the President and Mrs. Harding stayed aboard until nearly 9 o'clock. The time of arrival had been kept secret, but several hundred people were at the station along with an official welcoming delegation headed by Mayor Julian M. Smith and George L. Lillard, president of the chamber of commerce.

Another welcoming group awaited Mr. and Mrs. Harding at the Bon Air-Vanderbilt hotel, where they will stay. This group included Speaker Gillett, of the house, former Judge K. M. Landis, former Senator Hitchcock, of Nebraska, Nicholas Murray Butler, and Charles D. Hilles, Republican national committeeman from New York.

The president attended two services. Accompanied by Speaker Gillett, Secretary Christian and Brigadier General Sawyer, he attended the morning services at the First Baptist church. After leaving the church, he went to the Masonic Temple and participated in the Easter services there and made a brief talk. Somewhat tired by the train ride, Mrs. Harding did not attend church.

In accordance with his expressed wish, no public functions have been arranged for the president during his stay here and most of the week will be devoted to golf and rest. Other members of the party on their arrival, however, were flooded with invitations to entertainments, barbecues and dinners.

## SUNDAY WAS COLDEST APRIL 1 ON RECORD

Charlotte, April 1.—Today was the coldest April 1 ever recorded by the Charlotte weather bureau and low temperatures prevailed throughout the state and in adjoining states, according to official reports.

The temperature here stood at 24 degrees at 6:45 a. m., and at Raleigh it registered 22. Unofficial advices from Southern Pines told of a temperature in the twenties and expressed fear for the fruit crop in the Sand Hills country.

## NEW RECORDS SET FOR FAST FLYING

Dayton, Ohio, March 31.—In a spectacular aerial derby, army aviators from McCook field today set new world speed records for 500 and 1,000 kilometer distances, far eclipsing those made this week by French aviators at the Villa Sauvage airdrome.

Unofficial figures tonight showed that Lieut. Alex Pearson completed 500 kilometers in one hour, 50 minutes, 17-10 seconds, making approximately 169 miles and that Lieut. Harris and Civilian Pilot Ralph Lockwood traveled 1,000 kilometers in four hours, 52 minutes 35.24 seconds, averaging around 120 miles an hour.

Lieutenant Battelier, of the French army, was the holder of the 500 kilometer record with a time of two hours, 42 minutes, 51-3-5 seconds and Lieut. Carrier of the 1,000 kilometer distance, whose time was six hours, 30 minutes, 40-2-5 seconds.

In addition to the 500 kilometer mark set by Pearson, Harris and Lockwood also are on record as exceeding the French record for that distance as are four other McCook field aviators.

Eleven ships took the air shortly after 1 o'clock today in the effort to beat the French records. Seven were to try for the 500 kilometer mark and five for the 1,000. Five of the planes finished the 500 kilometers forced down.

Aviators who beat the French record for 500 kilometers and their time are: Louis Meister, two hours, 32 minutes, 48.44 seconds, average speed of 122 miles an hour; Lieut. Arthur Smith, two hours, 32 minutes, 31.88 seconds, and average speed of 122.1 miles an hour; Lieut. H. H. Mills, two hours, 36 minutes, 26.69 seconds, averaging 119.2 miles an hour; Lieut. J. S. Stromme, who went the distance in two hours, 42 minutes, 35.48 seconds, speeding at 114.4 miles an hour. The time of Harris and Lockwood for 500 kilometers was two hours, 24 minutes, 39.9 seconds, a speed of 127 miles an hour.

The air circus was completed without a serious mishap.

## IT'S SUMMERTIME SOMEWHERE

When fall the wintry flakes of frost,  
It's summertime somewhere—  
In the valleys, bird songs in the air,  
The chilly winds they only blow the  
Bly—lips apart;

It's summer in the world, my dear,  
When it's summer in the heart,  
When gray the skies are glooming,  
It's summer in the dell—

In the merry songs of reapers, in  
The tinging of the bells,  
The sweet south seas are brightening  
As with springtime's magic  
art,

But the sweetest season, dearest, is  
The summer in the heart,  
Still, still the birds are singing, and  
Still the groves are green,  
And still the roses redden and the  
lovely lilies lean;

Love fades not with the season; when  
summer days depart,  
It's summer still, my dearest, in the  
Eden of the heart.

—Frank L. Stanton.

## ANOTHER SOP TO EX-SERVICE MEN

Washington, March 31.—Postmasters and disabled ex-service men will be interested in this statement, issued by the postoffice department today:

"In compliance with the executive order of March 3, 1923, Postmaster General Harry S. New today issued instructions to postmasters regarding the civil service procedure in allowing 10 per cent preference to honorably discharged and disabled soldiers, sailors, and marines, in civil service examinations for employment in the postal service.

"It will be necessary for the applicant for a position to show that because of disability he is entitled either to a pension by authorization of the bureau of pensions or to compensation on training by the veterans' bureau in order to be credited with the 10 points additional.

"Similar instructions apply to an honorably discharged soldier, sailor, or marine, not disabled, or to the wife of such, or to the wife of an injured soldier, sailor or marine, who, himself, is not qualified on account of disability due to his military service. The latter class of applicants is entitled to five points additional in civil service examinations for employment in the postal service."

Democrats are going to follow up this order and see if it is violated in spirit as the military preference law has been in North Carolina and other states in the south.

## BOWIE PREDICTS EARLY BUILDING OF THE NEW MOUNTAIN RAILROAD LINE

T. C. Bowie, known throughout the state as "Tam" Bowie, who came to Winston-Salem yesterday to deliver an address at the weekly meeting of the Kiwanis club, express the view that active steps looking to the construction of the proposed railroad by the state through the northwest will be taken in the near future. A reporter of The Journal found Mr. Bowie yesterday afternoon in his room at the Robert E. Lee hotel. The reporter explained to Mr. Bowie that there had been some misunderstanding or confusion in this section over the financial crisis of the railroad bill as it passed the state legislature. Mr. Bowie, who is the author of the bill and who supported it before the general assembly with great force and ability, explained that under the terms of the measure the state is limited to 49 per cent of financial contribution of the construction of the so-called branch lines, or connecting lines as he preferred to express it. The other 51 per cent of cost may be contributed by counties, townships, cities, towns or from private sources. As for the main or trunk line the only condition is that the state contribute \$10,000,000 for construction and that the length of the line cannot exceed 125 miles.

Relative to the connecting lines and the 51 per cent that must be furnished before the state contributes its share of 49 per cent, the Bowie bill says:

"That whenever any person or persons, firm or corporation, county, town or township, shall subscribe in good faith and pay or give security therefor for 51 per cent of the stock, in a sufficient amount to defray 51 per cent of the expenses of construction of any one of the proposed roads, or any section of any one of the proposed roads, of not less than five miles in length, and shall in addition thereto execute to the State of North Carolina, and deliver to the State Treasurer, sufficient bond or bonds to be approved by the governor and council of state, conditional that said person or persons, firm or corporation, so subscribing for the 51 per cent of the stock in the proposed road, thereof is completed, will equip and put rolling stock on the same; then in that event it shall be the duty, when said facts are so certified by the president and board of directors of said company to the treasurer of the State of North Carolina, for said treasurer to subscribe to 49 per cent of the stock necessary for the completion and construction of said road or section thereof, and for the purpose of paying for the stock in said company so subscribed by the State, the state treasurer is hereby authorized, empowered, and directed to issue and sell serial bonds of the state payable in not less than ten or more than forty years from the date of the issue, to be known, styled and designated as the State of North Carolina Railroad Bonds, and said bonds to mature in annual installments or series, to be determined and fixed by the governor and council of state."

Mr. Bowie did not express any opinion as to where the main trunk line, in his judgment, would begin. This matter, as he implied, was left entirely to the agencies for which the bill had provided. Mr. Bowie said that the bill was adopted in the house by the vote 65 to 48 and in the senate by 28 to 20. Opposition to the proposal, he said, sprang chiefly from members who had gone to the legislature in a pledge to oppose further bond issues by the state, and that speeches against the measure were mainly in the nature of explanations as to why the speakers were in opposition.

In response to a question from The Journal reporter, Mr. Bowie said that in the northwest, opinion was unanimously for the building of the road and that he had found generally through the state a hearty sympathy with the proposed enterprise. Mr. Bowie said that he was convinced active steps would be taken soon to put the understanding on a definite basis. The commission has not as yet held a meeting, but Mr. Bowie seemed to think that such meeting would be held in the near future.

Mr. Bowie further expressed the opinion that the proposed railroad improvement would be of immense advantage to the state and that it would prove of great value to Winston-Salem.—Winston-Salem Journal.

## ESKIMOS SAY GHOSTS HOLD NIGHTLY REVELS.

Anchorage, Alaska, March 10.—Some natives of Alaska profess to believe that the angry spirits of the Aleuts massacred at the behest of the early Russian discoverers and traders under Shelikoff, Romanoff and Chirikoff, are lurking in the volcanoes of the Valley of Ten Thousand Smokes. Beneath the thin crust of the earth covering the lower Alaskan peninsula and the Aleutian archipelago these spirits, the natives assert, are holding nightly revels and emerging periodically to hurl fire, smoke and thunder at the heads of the invaders. The fanciful recital of the native is that of Chirikoff island, long famed as haunted, a half hundred natives were lured into a log compound, set upon by savage enemies under direction of the Russians murdered and despoiled of priceless sea otter skins. Their spirits are appearing again in protest. The eruption of three volcanoes in January is, they say, a revivification of these spirits, and will continue until they are avenged. For many years Chirikoff island has been a place seldom inhabited by natives or whites. Many barrowing tales from Chirikoff were brought here by Captain Nick Gaikema, who has visited almost every nook and harbor along the Aleutians. Last summer the skipper braved The Valley of Ten Thousand Smokes emerging with the shoes burned from his feet, and with many stories to tell.

## LIKES WINE BETTER THAN UNITED STATES, SO ITALIAN LEAVES.

Fresno, Cal., March 31.—Taking a justice of the peace at his word when told to "give up wine or leave the country," S. A. Oliver, a leader in the county's Italian colony, is bound for a land where he can make and drink his wine.

After his wine had been destroyed by county agents in a raid and he had been taken before a justice and fined \$300, Oliver was given a lecture by the justice on the Volstead law and told the Italian to go to a country where he could drink wine unmolested "if you want to drink."

Oliver the next day inserted an advertisement in a newspaper offering to sell his twenty acres of grapes, a \$5,000 bungalow and complete equipment of the ranch for \$12,500, which experts said is \$10,000 below the value of the property.

The advertisement said in part: "Listen laugh if you want. I do not care. I am Italian. I like wine and Mr. Volstead wants me to drink water. I won't do it. Just for that I sell then I go to Mexico where I can drink what I please."

Twenty-five other Italians will join Oliver in going to Mexico, he said today.

## A MAGNET FOR SORROW

"Is it your practice to go about looking for trouble?"

"No," replied Mr. Grampson. "It has been my experience that if a person will stand in one place long enough, and look as if he had no friends and no influence, trouble will just naturally gravitate to him."

As to the main or trunk line which it is provided, shall be of the Class A type, the bill says:

"That said road shall be located and constructed along the most feasible and practicable route in the discretion of the special commission, or majority of the same appointed by the governor, under and by virtue of Chapter 148 of the Public Laws of 1921, ratified on the 7th day of March, 1921, who are hereby appointed and constituted a commission to locate said line after due investigation and report of competent engineers to be employed by said commission with the view of constructing a trunk line of railroad connecting with the coal fields of southwest Virginia, east Tenn. and Kentucky, with western central and eastern North Carolina, for the purpose of transportation of persons and freight from the middle west to western, central and eastern North Carolina. That for the purpose of making the preliminary investigation, survey and location of said proposed road, said commissioners are hereby authorized to employ a competent engineer or engineers and to expend a sum of not exceeding \$50,000 in the preliminary location of said road to be paid by the state treasurer upon warrant, state auditor in such amount and at such times as ordered by said commission, out of the general fund in the state treasury. Provided, however that no more than 125 miles shall be constructed under and by virtue of the provisions of this section of this act, not exceeding in cost ten million dollars."

Mr. Bowie's statement, together with the above sections from the Bowie bill, make plain the financial side of this railway undertaking.

## OF GREAT IMPORTANCE

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## DR. BROOKS HEADS CLOTHING DRIVE

State School Head Asks North Carolinians to Save Human Lives By Sending In Cast-off Clothing.

A campaign for old clothing, to keep Armenian sufferers from freezing to death next winter, will be held during the last week of April in every county in North Carolina, announcement has just been made from State Headquarters of the Near East Relief in Raleigh.

Dr. E. C. Brooks, State Superintendent of Public Instruction, has been appointed State clothing chairman for this drive, which will come to its climax May 1. Josephus Daniels, honorary State chairman, and Col. George H. Bellamy, State chairman of the financial campaign, will actively assist Dr. Brooks.

Most of the county chairmen who raised their quotas in the campaign just ended for money to feed these children and refugees, will handle this campaign for old clothes. It is pointed out that housewives in their spring cleaning will be more than glad to get rid of this cast-off winter clothing, and at the same time save human lives thereby.

Lack of clothing was so acute last winter that, in spite of the generosity of the American people, hundreds of women and children were found who had dragged themselves for miles suffering from acute rheumatism and pneumonia, simply for lack of clothing. Others just froze to death by the wayside. North Carolina made a generous response last year, but some of the other states failed to do their duty by humanity.

May 1st has been designated as "Bundle Day" by Dr. Brooks, and everyone in this county is asked to take or ship cast off winter clothes to county chairman, or send it by parcel post or freight to the Near East Relief Clothing Warehouse, Raleigh, N. C.

Dr. Brooks believes that everyone should have at least one complete suit of clothing which they are about to cast-off for he winter and points out that if sent to the Near East Relief this suit will save a human life in the battle between Christianity and Mohammedanism. Every complete suit of warm clothing—coat or sweater, trouser, heavy socks, shoes, heavy underwear, woolen shirt and cap, or the equivalent in women's clothing will save a life.

North Carolina's goal is set by Dr. Brooks as 50,000 lives.

## FORECAST TRADING BOOM IN THE SPRING

Richmond, Va., March 31.—Saturday's trade during the spring and early summer months with employment for all who want to work is forecast in the monthly review of conditions in the fifth federal reserve district published today by the Federal Reserve Bank of Richmond. Reports from member banks, the review states indicate increased loans throughout the district as customers prepared for crop plantings and mercantile and industrial activity for the year.

It was in 1849 that Joseph and William R. Wing, natives of the neighboring town of Dartmouth, opened a whaler's outfitting shop in this city. In 1855 they acquired managing ownership of their first whaling ship, the John Dawson, and for more than forty years the firm was one of the dominating factors in the whaling trade.

In that period twenty-five ships sailed under the Wing flag. Most of them met a tragic end. The John Dawson, after making a dozen voyages to the whaling grounds, was lost in a storm off Panama. Strangely enough, the first ship built expressly for the Wings, the bark Sunbeam, launched at Mattapovett in 1856, survived nearly all the others and went whaling for the firm until 1910, when she was sold and later lost.

## GRAND JURY SUBMITS REPORT

Following is a copy of the report of the grand jury as submitted at the court just adjourned: State of North Carolina Watauga County

To the Honorable J. Bis Ray, presiding:

We, the grand jury for the spring term 1923 Watauga Superior Court respectfully submit the following report:

We visited and inspected the several offices in the court house. We find the clerk's office kept in excellent condition. We also find the Register's office in good condition.

We visited the county home and found it in splendid condition, except the porch roof needs some repairs.

The jail also is well kept. The house will need re-covering in the near future.

We also find the court house in fairly good condition, the roof needing some little repair work. The waterworks are in good condition.

Respectfully submitted,  
L. A. GREEN, Foreman.

## FOUR FRENCHMEN KILLED IN WRECK

Beur, Germany, April 1.—Four Frenchmen were killed and three Frenchmen and one German injured today when a freight train loaded with coal went over an embankment at Schifferstadt while on the way from Lautersburg to Ludwigshafen, according to reports received here from Mannheim.

## SPRING COURT PROCEEDINGS

The spring term of Watauga Superior court, with Judge Bis Ray presiding adjourned for the term Saturday afternoon. But few cases on the civil docket were disposed of as the state cases were not all tried until Friday afternoon.

Following are the state cases cases disposed of:

Will Carroll, liquor case, three months on the roads.

Wesley Reynolds, liquor case, guilty, three months on roads.

Andy Johnson, trespass, guilty. Judgment suspended on payment of cost.

Alfred Adams, carrying concealed weapons, not guilty.

R. C. Cox, liquor case, twelve months light work on roads.

J. E. Justice, larceny, guilty; two years on the roads. Defendant takes appeal.

Dewey Rogers, larceny, guilty; 18 months on the roads.

Jordan Love, trespass, guilty; suspended judgment on payment of cost.

Hosca Greer, trespass, guilty; suspended judgment on payment of cost.

Mrs. Lizzie Taylor, receiving, judgment suspended on payment of cost.

B. S. Dugger, transporting liquor, guilty, fined \$200 and cost.

Young Love, trespass, judgment suspended on payment of cost.

Henry Greer, trespass, judgment suspended on payment of cost.

Vardry Mast, transporting liquor, fined \$200 and cost.

Harve Moody, f. and a., guilty, 12 months on roads.

J. H. Earp, assault with deadly weapon, judgment suspended on payment of cost.

Josie Broyhill, assault, two years in county jail.

Wesley Reynolds and Josy Broyhill f. and a. not guilty.

T. R. Gragg, assault, judgment suspended on payment of cost.

Paul Klutz, carrying concealed weapon, guilty, fined \$50.00 and cost.

Clarence Teague, Ralph Teague, and Nathan Ward, transporting liquor, guilty, twelve months each on the roads.

Roby Shull, carrying concealed weapon, fined \$50.00 and cost.

## FLAG OF WHALERS FURLED AT LAST

New Bedford, Mass., March 31.—The firm of J. and W. R. Wing has announced means little to the present generation, but when the whaling industry was at its height the flag of the house of Wing, a letter "W" on a field of white and a red ball on a field of blue, was known on the seven seas.

It was in 1849 that Joseph and William R. Wing, natives of the neighboring town of Dartmouth, opened a whaler's outfitting shop in this city. In 1855 they acquired managing ownership of their first whaling ship, the John Dawson, and for more than forty years the firm was one of the dominating factors in the whaling trade.

In that period twenty-five ships sailed under the Wing flag. Most of them met a tragic end. The John Dawson, after making a dozen voyages to the whaling grounds, was lost in a storm off Panama. Strangely enough, the first ship built expressly for the Wings, the bark Sunbeam, launched at Mattapovett in 1856, survived nearly all the others and went whaling for the firm until 1910, when she was sold and later lost.

The bark Kathleen was in service from 1857 to 1902, when she was rammed by a whale and went down off the South American coast. Several other vessels were crushed in the Arctic ice and still others foundered in storms at sea.

The bark Triton, a veteran of exciting experiences before the Wings bought her, was in the whaling business for a hundred years before the Arctic ice finally caught her. In 1846 she was attacked by natives of a South Sea island at which she had touched. The crew rallied to the defense with whaling guns, harpoons and lances but five of their number were killed and seven wounded before two Nantucket ships came up and rescued them.

During the Civil War there was both perilous and profitable work for the whalers. Confederate cruisers, particularly the Shenandoah and the Alabama, were raiding northern shipping. The Wings were advised to put their ships under the British flag.

"I'll send my ships out under the Stars and Stripes if everyone is lost," declared William Wing.

He did, and only one of them was captured. The Shenandoah overtook the ship Brunswick in the Arctic in 1865 and buried her. Oil brought home by the fourteen Wing vessels then in the trade gave the firm a profit of \$300,000 in the Civil War period.