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This Week



By Arthur Brisbane

MEXICO WORKS THE DEVIL A BUILDER WE FEAR TO JUMP A \$10,000,000 TRAIN

The J. G. White Engineering Corporation undertakes a \$30,000,000 irrigation scheme for Mexico. Anything that helps Mexico pleases us, BUT what about the waters of the Colorado River that wander, wasted through the United States and then down into Mexico.

As fast as she uses water for irrigation Mexico establishes an international right with which this country must not interfere.

While western states are fighting as to which shall have the water that goes through the deep canyon while private power companies block any use of that water, fearful that the people may get the benefit, Mexico will establish a claim and out states through which the great river passes will be informed that they must not draw off enough water to interfere with Mexico's established irrigation rights.

President Coolidge might interest himself in that. It may become a serious problem for himself or his successors.

Three of the largest, richest Lutheran churches in New York are considering a merger, the combination to build a skyscraper with a church tucked away in it, according to modern ideas.

How would that impress Martin Luther who says in his "Table Talks": "For where God built a church there the devil would also build a chapel." If the Lutherans build a sky scraper church would the devil find it necessary also to build a skyscraper chapel?

Reverend James S. Montgomery, chaplain of the House of Representatives, puts the modernist and fundamentalist problem in few words:

"Modernists say, 'There ain't no hell.' Fundamentalists say, 'The hell there ain't.'"

The average man says, "There may or there may not be, such a super-heated resort. But to avoid running risks I will behave decently."

You may add that he doesn't account to much who rains from sin only because he fears he may go to hell.

Great Britain with her rubber monopoly takes from this country about \$700,000,000 a year, more than enough to pay her debt to us.

By way of reprisal the Massachusetts Legislature is asked to drive out British insurance companies. Such talk is foolish. Uncle Sam, his pockets bulging with gold, and playing the part of a "cry baby" makes himself unnecessarily ridiculous.

Besides in the California fire English insurance companies paid what they owed in full, which is more than can be said in some American companies.

Good-bye to the horse. Los Angeles is the first city to have "no-horse" streets. Washington forbids horse-drawn vehicles on four important thoroughfares. That will spread.

The horse is happier in the country, away from hard streets. He is no longer necessary in the city—no excuse for him. Even if he were a little cheaper for some work, which is doubtful, he should vanish. Get a truck.

Eight men and one woman tried to kill themselves in Venice on one day last week. "General misery" is the explanation. Gas was the favorite exit, revolvers are so expensive. Jumping from a height is even surer and cheaper than gas. There is no turning back once you start down.

But those tired of life are usually weak in will and it takes will to jump into space, men since their alleged early free days having had bred in them an intense aversion to falling off the limb.

MR. VANCE HENKEL DIES WEDNESDAY

Wataugans Mourn Death of Statesville Citizen, Well Known Here for Many Years.

Mr. C. Vance Henkel of Statesville known and admired by Wataugans, died at his home last Wednesday. As many of our people are interested we take the following excerpts from the article appearing in the Statesville Landmark, touching the life and career of this beloved citizen.

Mr. Columbus Vance Henkel was 58 years old, having been born in Catawba county near Conover, May 21, 1867. He was a son of Cicero and Alonzo Henkel, a grandson of David Henkel, author of books on Lutheran theology, and a great grandson of Paul Henkel, compiler of sacred music.

When a young man Mr. Henkel went to Lenoir and entered the live stock business with his brother, Mr. L. P. Henkel, under the firm name of Henkel Brothers, January 12, 1898, he married Miss Lila Dunavant of Morganton and about a year later moved to Statesville, where he and his family had since lived.

The Henkel Livestock Co. of Statesville was organized with Mr. Henkel as one of the principal stockholders, and officers of the company. The Co. was later reorganized under the name of Henkel-Craig Livestock Company and Henkel's connection with it continued.

In addition to his business connections and activities here, Mr. Henkel had other prominent business connections. He was promoter of the Blowing Rock development and was president of the Green Park Hotel Company at Blowing Rock, and also the Blowing Rock Development Company. To him and his brother, Mr. L. P. Henkel, more than anyone else, was due the establishment of the turnpike road from Lenoir to Blowing Rock. They spent years in time and effort for this accomplishment which will stand as a memorial to their industry.

The Vance Hotel of Statesville is another monument to the enterprise and industry of Mr. Henkel. When it seemed certain that efforts to provide a hotel for the city had failed Mr. Henkel took hold and with the financial help of others accomplished the building of the hotel that is a credit to him and the city.

In addition to being president of the Vance Hotel Company, he was president of the Henkel-Morrow Co., vice president of the Henkel-Craig Company and a director in a number of local business institutions.

At the time of his death he was actively engaged in several local real estate developments that mean much to the growth of the city and county.

Mr. Henkel was a deacon in the First Presbyterian church and member of the local Masonic lodge Woodmen of the World, and probably other organizations. He was a man of wonderful business vision and ability and accomplished much. He was liberal in his response to charity.

Brimkin: "What has four legs and leaves?"

The Boob: "A mouse—when the cat appears."

That, evolutionists say, is why we dream so often of falling, and it explains women's horror of snakes. The snakes could crawl out along the limb, and steal the sleeping baby from its mother. Any good anti-evolutionist, of course, could prove to you that that's nonsense.

Make a good mousetrap, and, as you know, the world will wear out a path to your door. Run a railroad well and your path across the continent will also be well used. The Twentieth Century, New York Central train between New York and Chicago, ran in seven sections one way and six the other recently. Its managers proudly announce that they took in on that train \$10,000,000 last year.

It costs more to go from New York to Chicago so comfortably than it did to go from New York to Liverpool on the fine old steamship Spain first class, years ago. The flying machine will correct that. Men of middle age will live to read this: "Chicago to New York in three hours. Round trip \$25."

A CORRECTION

Last week we announced that, thru information received from Mr. Kelsy Atkins, the Whiting Lumber Co. at Shulls Mills would resume operations in the very near future, intimating that all obstacles had been overcome as to the rights of way etc., to the company's big timber holdings on the Beach Creek. Now the information comes on authority that such is not the case, as all the rights of way have not yet been secured and possibly never will as more than one of our good citizens over whose lands the railroad would pass, cannot see just how it would benefit them to have a railroad cutting through their property. To the onlooker it seems to see what the road would mean financially to all the people along the route from Shulls Mills to Beach Creek. During the years it would take to cut haul and manufacture the millions and millions of feet of as fine timber as ever grew in the mountains, from three to five hundred men will be on the pay roll of the company to say nothing of the convenience of having freight delivered practically at their own doors. It occurs to us that right now when taxes are high and the people at large are narl up for money, a pay roll in Watauga of this size, that will run from ten to fifteen years, should meet with the hearty cooperation of the people concerned.

There is one dangerous alternative if this right of way cannot be secured the survey may be changed, going down Elk and into Tennessee, thus taking from Watauga the biggest money distributor to all classes that has ever come our way. This a matter for deep thought on the part of our people.

Mr. Atkins was not in the least to blame for the error in the paragraph published, as he gave us the information as given to him by one who was supposed to know the facts.

METHODIST NOTES

The Sunday School reported an attendance of 172 last Sunday and the scholars present expressed an important conviction that the weather would not keep them away from the church.

The attendance at the worship services, Blowing Rock, was good also considering the weather.

Mr. John Earp died last week and was buried Friday at Boone. Mr. Earp was a member of the Methodist Church for about 25 years, and he was a hard worker and a good man. He is survived by seven children and about twenty five grand children.

Real Winter seems to be the important feature of the New Year, but along with it comes blessings and rumors of a greater prosperity. The whole earth seems to be manifesting a better spirit.

The Methodists continue to rejoice over the spirit that has put the church out of debt. Indeed it was the spirit that said "Act!" To same spirit can do greater things. A strong notion is a powerful thing in a community. May Boone have that notion this New Year to be the best place in her history.

The officers of the Womans Missionary Society will be installed Sunday morning just before the sermon.

Sunday School Sunday 9:45 p. m. "On Time" is a great slogan.

Preaching Sunday morning and evening by the pastor.

Epworth League 6:15.

Wednesday prayer service and choir practice 7 p. m.

A welcome is extended to all.

BEAUTY

"Example is better than precept." You beautify your home surroundings and see how many more will follow your example than heed the precepts offered here.

If you talk up your town and community and at the same time make your home laws beautiful you will be exerting the influence of both precept and example. How much that may mean!

You can plant trees and shrubbery from November to March. Select yours now. They are in abundance around you on every hand.

The trees and flowers are sweetly sleeping during the cold wintry days, but soon they will be waking to spread beauty and joy around us. Will these awake and shed their beauty on your lawns and home surroundings?
J. M. DOWNUM

MORE COOPERATION NEEDED IN LOCAL CHEESE INDUSTRY

Written for the Democrat.

In 1914 the first cheese factory in the south was organized and built at Sugar Grove, North Carolina and called the Cove Creek Co-operative cheese Factory. The promoter, Mr. F. R. Farnum had a hard time convincing the sufficient number of citizens that it would be a paying proposition. But finally he succeeded in raising sufficient funds to start on a very small scale but we had not gone very far until those interested began to receive a monthly check for their surplus milk, a product they had hitherto given away or thrown away. All this time the project was being closely watched by the entire community and this monthly check business began to be attractive and finally almost every farmer within a radius of two miles was selling milk and getting a monthly check and was happy.

The factory continued to grow until the annual output was from 50 to 60,000 lb. annually which brought to the farmers in this territory \$10,000 to \$12,000, a sum that bought sugar and coffee and paid taxes. But this was before this foolhardy progress got hold of our leaders who were so anxious to climb the ladder of fame, that they were willing, if need be, to crush the farmer into oblivion under oppressive taxes to attain to their goal. Well, they have about crushed him, but just how far they have gotten up the ladder of fame remains to be seen.

But back to the cheese factory (we may pay our respects to taxation at some future time). Then the war came, and with it high prices—milk was bringing 25 to 30 cents per gallon. Everyone was prosperous and happy and felt like we were literally getting rich. Then the war closed and with the close came deflation, milk went back to 10 to 15 cents the gallon. It has been extremely hard for the producers to adjust themselves to the low prices. Hence this fine spirit of cooperation, heretofore existing, was temporarily crippled. But with all these difficulties and obstacles we are firmly convinced that cheese making offers to the farmers of Watauga a source of income that possibly can not be equalled by any other one industry.

We believe that if the farmers of Watauga would turn a part of their time and energies to the manufacture of fine quality cheese, which we have every facility for doing that the sheriff could collect the taxes more easily and very soon an eight months school term would be possible. Therefore we invite the farmers to think the thing over seriously and if you decide to go into it, do it cooperatively.

We especially appeal to the patrons of the Cove Creek Cheese Factory that we do our dead level best in producing quantity and quality of milk; for upon the quality of milk depends largely the quality of cheese we shall turn out, and remember a fine quality of cheese is always in demand at fair prices. Let us pull together once again and fight the fight courageously, keep the spirit of cooperation joyously and let us get the spirit of Kipling:

"It ain't the guns or armament
Nor the tune the band can play
But it's close cooperation
That makes us win the day;
It ain't the individual
Nor the army as a whole
But the everlasting teamwork
Of every bloomin' soul."

THE NEWS OF COVE CREEK

David Mast has reentered the University for the remainder of the year. He closed a very successful term of school at Phillips just before the holidays.

Prof. N. T. Byers has been added to the faculty of the high school in order that the eighth grade, 57 in number, might be divided.

Misses Virginia Bingham, Annie Mae Sherwood, Amy Benson and Jennie Mast, who have been teaching in the county will enter the State Normal at Boone for work during the spring quarter.

Mrs. Hattie Swift Johnson has taken a position with her brother in law, Mr. Stanley Harris of Chatanooga, as a stenographer.

Mr. J. S. Miller has gone to Florida to work for several weeks.

Albert, son of Mr. and Mrs. J. F. Wilson has come home after having been in the west for several months.

SEEK U. S. AID ON BOONE TRAIL

Plea Originates in Yadkinville for Benefit of Highway—Its Merits Cited—Talk of More Cement.

(L. J. Hampton in Winston Journal) Yadkinville, Jan. 12. — Chairman A. B. Hobson of the Yadkin county road board has affixed his signature to the resolutions passed by his board requesting the federal road authorities to designate highway no. 60, the Boone Trail as a part of the federal highway system. A week ago today the county commissioners put their O. K. on the resolution and it was signed by the board chairman J. N. Davis.

It is understood that the Kiwanis club of North Wilkesboro, the road commissioners of Wilkes and the county commissioners of that county, have also endorsed the resolutions, which will be forwarded to Chairman Frank Page of the state highway commission, who will be asked to in turn forward it to the federal authorities with the request that the Boone Trail will be designated as a national highway.

Hear of Paving

People of Yadkin county as well as Wilkes and the people further to the west are jubilant over the current report that the hardsurfacing contract of that section of the Boone Trail between North Wilkesboro and Brooks Cross roads will be let on February 3, next. There have been many rumors anent the proposal to hardsurface this particular stretch of the Boone Trail, but recent newspaper dispatches and editorial comment indicate that the state is to now let the hardsurface contract on the thirty mile section, three miles of which already has had its hardsurface coating, thus settling the matter of speculation as to when it will be done.

The contractor who built the concrete highway from here to the Yadkin river has stated that he will undertake the building of the six mile section between Yadkinville and the Brooks Cross Roads for approximately \$10,000 a mile less than the contract price of the road just finished. It is expensive to move road machinery and equipment, and the contractor states that he can well afford to do it for less money on account of the fact that his equipment is now all upon the ground and his force waiting to go to work either here or elsewhere.

The resolutions passed by both the road board and the county commissioners of Yadkin county are as follows:

Resolutions by the board of county commissioners of Yadkin county N. C. asking that route No. 60, known as the Boone Trail, be paved on the federal highway map, and it be designated as a part of the federal highway system.

Whelcos, Route 60, popularly known in the northwestern part of this state as the Boone Trail, branches off from Route 10 at Castle Hane, in the vicinity of Wilmington and traverses the state in northwesterly direction via Clinton, Lillington, Sanford, Siler City, Liberty, Greensboro, Winston-Salem, Yadkinville, Wilkesboro and Boone, N. C. and penetrates the Tennessee border between the prosperous Tennessee cities, Johnson City and Bristol, and as originally projected was and is one of three or four most important highway routes in the state; it directly connects the southeastern with the northeastern section of the state; it touches some of the most important commercial and industrial centers of the state; its connection with other important routes in the state are very convenient; it traverses the very heart of the so-called Lost Provinces and opens up to the traveling public an attractive and convenient way to the important and rapidly developing tourist centers of Boone and Blowing Rock. It offers the tourist more in the way of romance and interest in pioneer history than any other route in the state; and it finally point the way directly and unerringly to the great northwest beyond the Alleghenies.

Therefore be it resolved, that we request the State Highway Commission to use its active influence to place this route on the federal highway map and have it adopted as a part of the federal highway system as early as may be.

North Wilkesboro, Jan. 12.—It was

ENROLLMENT AT NORMAL LARGE

Almost 100 More Now Than Last Winter—Reservations for Summer Term Already Being Made.

The Normal has already received quite a number of reservations for the Summer School the coming summer, which indicates that the enrollment for the summer will be large. The enrollment at the present time is nearly one hundred more than at this time last year, the entire number being 125. The College Department has at present nearly twice the number it had at this time last year and the high school department just a few less. The College has enrolled 25 since the holidays and the high school department 12.

Prof. Jordan Billings, a former graduate of the High School Department, a graduate of Wake Forest College, and now teaching in the High School at Banner Elk, was a welcome visitor at the chapel exercises on the 7th, and made a good talk to the student body.

The Normal feels that it has sustained a great loss in the death of one of its Trustees, Mr. Vance Henkel of Statesville. The Henkel family has always shown a deep interest in the school here, and Mr. Henkel has shown an especial interest since he has been a member of the Board of Trustees. President Dougherty went to Statesville Sunday to attend the funeral of Mr. Henkel. This makes two of the Trustees that have passed away within a year, the other being Hon. E. S. Coffey of Boone. They both rendered most excellent service for the advancement of the interests of the Normal and will be greatly missed.

Boone and this section of the county have been having some wintry weather for the past few days. A snow of about six or eight inches covers valleys, hills and mountains, and amid it frost like ice has covered the trees on the mountains, making a scene so charming that it may well be called a crystal mount, a scene seldom or never known out of the mountains.

J. M. DOWNUM

The best way to escape being held up nowadays is to get yourself locked up.

Beauty doctors are arguing over which the more beautiful, the feminine elbow or knee. Must be a joint discussion.

earned here this afternoon that the Wilkes Commercial Club and the local Kiwanis Club have also endorsed the resolutions which the Yadkin county road board and commissioners asking the federal government to designate highway no. 60, known as the Boone Trail, as a federal highway.

The matter was taken up with Congressman R. L. Doughton and Chairman Frank Page by J. R. Finley of the Kiwanis Club. It is significant to note in this connection that Chairman Page went through Washington the other day on his way to the national road meeting in Chicago. His purpose at Washington was to consult with North Carolina senators and representatives in the matter of designation of federal routes through this state.

Attorney F. B. Hendren has also taken the matter up with Senator A. F. Sams and has sent resolutions similar to the one passed by the two Yadkin boards to Boone, Winston-Salem and Greensboro, and one to Clinton, Simpson county, the latter in care of Major George F. Butler with the request that action be taken at once upon them. County officials and private citizens of Boone immediately assured Mr. Hendren that favorable action would be taken and Senator Simmons wrote acknowledgement of the request declaring that he would do everything in his power to have the Boone Trail designated upon the federal map.

Highway No. 60 runs from the Atlantic coast to the Tennessee line passing through many important towns and cities and traversing one of the most thickly populated rural portions of the whole state. That it should be designated as a federal highway is conceded on all sides. It is hoped that federal aid funds can be given to this highway in order to complete it beyond the Tennessee line, so that easy passage for east and west traffic will become possible.