

GRIST SAYS CAM IS AFRAID OF DEBATE

Opponent Charges Morrison Would Not Want to Face Three Major Issues, Resents Senator's Recent Letter Refusing Debate.

Winston-Salem.—While a debate on the same floor apparently is not forthcoming, Frank D. Grist, labor commissioner, and Senator Cameron Morrison Thursday night were carrying on one by "remote control."

Grist, a candidate for the Democratic nomination for the Senate, had challenged Senator Morrison to a series of joint debates and the Senator declined.

While visiting here, Grist took the opportunity to express resentment at the manner in which the senator declined the invitation and said "Senator Morrison has figuratively slammed the door in my face."

A letter from Morrison in Washington to Grist said, "It would not be personally pleasant to me to engage in a joint debate with you. I am engaged here trying to help enact legislation looking to the restoration of prosperity in this country, but in due time I shall present my cause to the State in my own way and you can, of course, do the same."

Grist gave three reasons here "why it would not be personally pleasant," as he said, for the Senator to engage in debate:

"The Senator would not find 'it personally pleasant' to face the issues of power trust, tobacco interests and control of government by specially privileged classes. Senator Morrison does not possess the moral courage to debate me on these issues."

"He would have to get down off his 'seat of mighty' and take leave from his associates of millionaire class, and he dislikes to 'sink to insignificance,' as he would see it, to discuss issues with a commoner of plain people."

"Senator Morrison is vulnerable and he knows it."

Grist then said he was leaving Winston-Salem for Charlotte to "lay some facts at Cam's front door."

TODD NEWS

(Deferred from last week)

The enrollment in Elkland School has reached 235. The attendance for the past month was 208. The average to date has been sufficient to justify the employment of two additional teachers for the coming year.

Our school basketball team has made a good record this year. Eighteen games have been played. Fifteen of these have resulted in victories for the school boys. Some of these games have been played with outside teams. The high school boys have lost only one game played with a school team.

Mr. and Mrs. E. R. Mikeal are spending the week at Charlotte visiting their two sons.

Mr. Noah Mikeal and son, Joe, of Wilkes County, spent this week-end with Mr. and Mrs. E. R. Mikeal.

Mrs. C. F. Wright and small daughter, Peggy, and Miss Mary Clawson, of Cherryville, are spending a few weeks with Mrs. R. H. Clawson who is ill.

Mr. Ed Blackburn went to piece, hotton Monday morning on business.

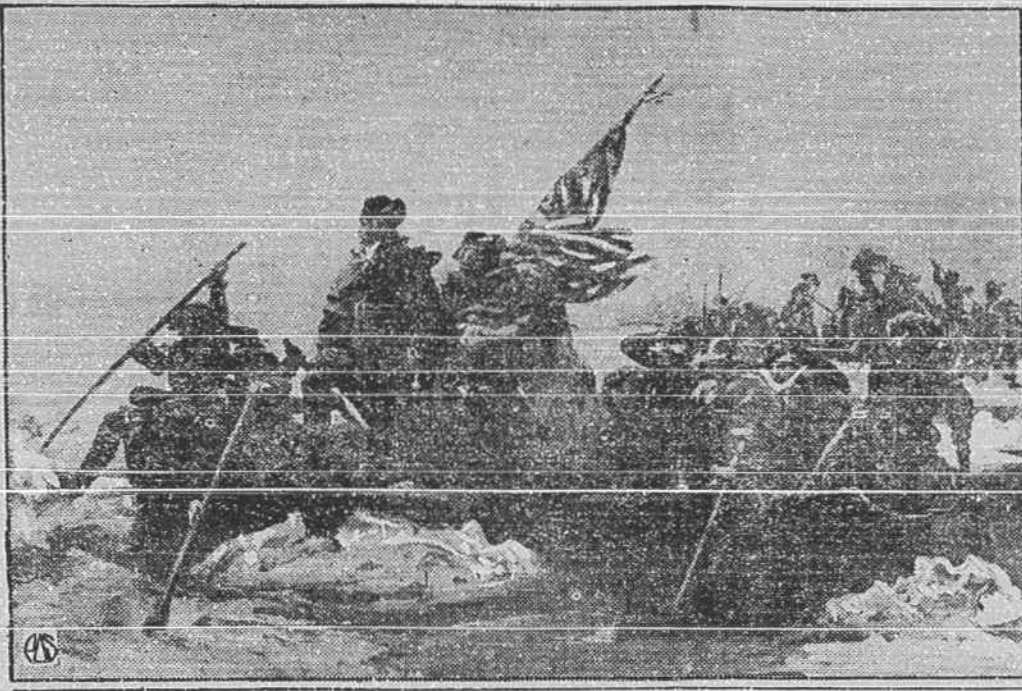
Mr. and Mrs. Ed Blackburn and three children, Lillian, Vivian and Eugene, Miss Mary Clawson, Mrs. C. F. Wright and daughter, Peggy, went to Boone Saturday night.

Mrs. T. J. Wall and children spent the week-end with Mrs. Wall's parents, Mr. and Mrs. R. M. Church.

Miss Pauline Blackburn, who has been absent from the sixth grade for several days, has returned to her studies.

Mr. M. M. Wall, who was ill last week, is better, his friends are glad to know.

Historic Painting of Washington Restored to View



The Metropolitan Museum of Art in New York City has yielded to demands that it restore the painting, "Washington Crossing the Delaware," to its walls. Recently the trustees decided the painting was not a real work of art and ordered it to be stored in the basement. The painting was made by Emanuel Leutze, a German artist of the American school, in 1851.

State to Emerge First From Depression, Says Governor Gardner

Executive Returns from New York Much Encouraged. Believes Enactment of Reconstruction Law Will Be Great Aid to Nation.

Raleigh, N. C.—Following his return from Washington and New York, Governor Gardner Friday issued a statement in which he declared that he believes North Carolina will be the first State to emerge from the present economic depression. The Governor's statement follows:

"North Carolina, along with every State in the Union, is today suffering under the blight of economic conditions prevailing throughout the world. The encouraging ray of light and hope for us in North Carolina is seen in the fact that our citizenship and our government have recognized conditions for what they are and have made stupendous efforts to adjust themselves to weather the storm. In some important respects North Carolina was the last State to substantially feel the effects of the business panic. We had made comprehensive plans to adjust our operations to its demands even before its ravages began to shrink revenues. Therefore, it is not unreasonable to believe that we may be the first State to escape from its grasp. We have put our house in order. We have not only adjusted our operations to live through it, but when its weight lifts, his State will surely be one of the first to be able to move off of the present plane and push ahead with an accelerated progress."

"Therefore, I feel, after having made a summary of the whole national situation, that it is not unreasonable to believe that we may be the first State to escape from its grasp."

"I believe that the enactment of the Reconstruction Finance Corporation would have a stabilizing influence and that its early functioning under efficient officers and directors will speed the economic recovery of the country."

NEW AUTOMOBILES MUCH IMPROVED; PRICES REDUCED TO NEW LOW LEVEL

Governor Doughton Celebrates Birthday

Sparta, N. C.—Ex-Lieutenant Governor R. A. Doughton was honored on Monday evening of last week when about twenty-five relatives met at Four Oaks and set a dinner honoring the 75th birthday of "Alleghany County's most distinguished citizen."

The long table prepared in the spacious dining room of the hotel was literally groaning under the burden of the sumptuous dinner prepared by his kinsmen. A nephew, J. H. Doughton of Sparta, acted as toastmaster.

"Guvner Rufe," as he is familiarly called by close friends, appeared to be in the finest of health and is enjoying his law practice in Sparta, apparently with renewed interest.

Lighthouse Keepers of North Atlantic Receive Little Praise for Work

Work of Cape Hatteras Light Crews Goes on For 24 Hours, Barring an Age of 65. Two Months on Duty and One Month on Shore.

Cape Hatteras, N. C.—Lighthouse keepers along the shore of North Carolina live lives symbolical of the waters they watch for it is almost a living among the dead for those who patrol the "graveyard of the Atlantic."

The crash of waves, intensifying the monotony of the endless blinking lights and the measured moan of fog whistles, engulfs in desolate solitude these guardians of the deep who at times see no human for weeks on end.

There is a work that must go on 24 hours a day. The chance for heroes is small and praise for their vigils is rare. But in the nation's most historic lighthouses, situated along the North Carolina coast, the sentinels perform their duties for the government and humanity.

Off Diamond Shoals, the "graveyard" which fuses its water with those whose waves break around the towers, is anchored a lightship with its crew of 20.

Two months on duty with one month ashore is the lot of the men who, only 14 miles from Hatteras, must travel hundreds of miles to get there. When his 60-day duty is up, a sailor is picked up by a passing ship and put ashore at its first stop—a port that may be days away from home.

Keepers of the Screwpile light houses can spend eight days a month with their families ashore but at times they have been marooned for months. During 1917-18 ice floes help keepers captive for two months and only a last-minute rescue prevented starvation—but the lights burned on.

Unless physically disabled these men cannot retire before the age of 65, and on giving up their hermit-like duties stay indoors almost all the remainder of their lives, so accustomed have they been to the solitude of their water-bound "prison" towers.

By night the keeper watches his lamp and by day he cleans, oils and refuels it. Each year he must paint his tower—a two-months job—and for the remainder of the time he stays by his light. His family may visit him only three months in the year. In his few spare minutes he reads, fishes or whiles away his scarce leisure moments as best he can.

CHAMPION HOG KILLER OF CARTER ISSUES CHALLENGE

Shell Creek, Tenn.—C. E. "Bus" Williams, recently killed a hog here which netted \$47, dressed.

Williams said he had read of another party recently slaughtering one that netted 607 pounds. "Why, that was just a runt by the side of mine," he says. "Bring on your real, sure enough hogs—H-O-G-S—hogs, if you want to compete with the champion!"

He is waiting for an answer to his challenge.

Hundreds of Models at Grand Central Exposition Carry Features Hitherto Unknown. Prices Greatly Reduced. Trend Toward Lower Swung Cars Is Apparent. Electrical Devices Have Wrought Wonders.

By CALEB JOHNSON

Even in times like these everybody is interested in the new automobiles. Perhaps the automobile people are going to sell more of them in 1932 than they did in 1931. At any rate, there is a wider variety of good automobiles to choose from than ever before, and at lower prices.

Even though automobile sales fell off in 1931 by more than one half from 1929, and only about 2,450,000 cars were built last year, there was more automobile travel than ever before. That is proved by the fact that five hundred million more gallons of gasoline were consumed in 1931 than in 1930. And that, in turn, means that the old cars were driven harder and are nearer the stage where they must be replaced by new ones.

Automobile manufacturers figure that there are six million cars that ought to go to the junk heap this year. And if they can sell that many they would be doing twice as much business as they did last year.

I went to the first automobile show of the season at Grand Central Palace, New York, on the opening day, January 9. This is the first place where the makers all show their new 1932 models, and I found a great many things to interest me which will, I believe, interest everybody who has a car or who hopes to have a car.

First and most important, prices all along the line are way down. Six years ago I paid \$3,750 for a car. At this year's show the same makers are offering a car of the same size, but with a more powerful engine and a better car in every way, for a hundred dollars less than half of that figure. There are better cars selling between \$500 and \$1,000 than could have been bought two years ago from \$1,000 to \$2,000. In tune with the times, the largest offerings of new cars are in the less than \$1,000 class, and the very high quality big cars are selling at from \$1,000 to \$3,000 less than similar models sold last year.

And I think I am perfectly safe in saying that, without exception, they are all better cars.

I was surprised to find how uniformly the manufacturers have adopted all of the very latest improvements. For one thing, they are all showing smaller wheels and larger tires—some of the tires have almost the proportion of doughnuts. One of the biggest improvements in the whole automotive field in recent years has been in the quality of tires. I can remember when three thousand miles was a lot of service to get out of a set of tires, while today it is ordinary experience to get twenty thousand miles and over.

The smaller wheels help bring the car closer to the ground, and by thus lowering the center of gravity make high speeds safer and lessen the danger of an upset on curves. Last year's cars seemed low, but this year's are still lower from ground to top. Several makers have found new ways of bringing the body down below the chassis frame. Head room is less, but people these days don't wear plug hats while motoring.

There were few four-cylinder motors in any of the cars at the show. Even very low-priced cars have six cylinders, and many of those under \$1,000 are eights. Several makers are showing twelves who never made anything bigger than eights before. All of that is in line with the increased speed which modern motorists, with plenty of good roads to drive on, are calling for. A few years ago a forty-horsepower engine was considered very powerful; I should say that half the cars in the show have engines above one hundred horse power, and are so designed that they can be driven with safety at speeds up to seventy or eighty miles an hour.

In almost every car I saw, some special effort has been made to suspend the engine in such a way as to minimize engine vibration. Lighter weight pistons and crankshafts are the rule, and I saw numerous minor improvements in methods of insuring equal distribution of gas to all cylinders, on the eights and twelves.

There seems to be a tendency to do away with the vacuum tank to do away with the vacuum tank and provide pressure feed from the main tank.

I don't think there was a single car at the show which did not have the new so-called "synchro-mesh" gears, in one form or another. I think that in many respects this is the most important improvement in cars that has been made. It eliminates all trouble in shifting gears, making that operation entirely noiseless and eliminating all danger of stripping the gear teeth. And, in connection with this synchro-mesh transmission, every car that I examined, from the \$500 ones to the \$1,000 ones, has some system of free wheeling, usually in connection with an automatic clutch. Some have a button to press with your foot, to put the free wheeling and automatic clutch system into operation, some have the button on the dash board, some have a lever on the steering wheel, but in practically all of the new cars it is possible to drive over almost any kind of country without ever having to use the left foot for the clutch lever.

On steep down grades where the braking power of the engine is required, the throwing of a switch or the pressure of a button cuts out the free wheeling features and the engine is directly geared to the drive shaft. On a good many of the new cars you can stand still in traffic with the engine idling, and by opening the gas throttle, by means of the first accelerator, it will start off in foot speed, automatically shift to second when it gets up to four or five miles an hour, and then automatically shift into third when the ten-mile speed has been reached, and this process is reversed whenever the car slows down. On a great many, if not most, of the cars, the self-starter is also automatic, so that the engine can never stall so long as the switch is on. All it takes to start the engine is to throw the ignition switch. This device was used nearly twenty years ago by one maker that I know of and it has amazed me for years that nobody else had taken it up. Now they are all doing it, or most of them.

Hydraulic shock absorbers are now regular equipment on everything from Fords to Cadillacs, where only the last year or two they were expensive extras. And many of the new cars have what they call a "ride control" device whereby the tension of the shock absorbers can be altered to suit the load in the car or the character of the road. Everybody knows that a heavily loaded car holds the road better than a light one, or at least shakes up the passengers less. By opening or closing the oil valves in the shock absorbers, the same riding comfort is promised with only one passenger that ordinarily results from having five in the car, while rough roads are smoothed out by a similar application of the "ride control" adjustment.

None of the cars at the show was equipped with the new low pressure tires. From twenty-five to thirty-five

pounds pressure is standard for balloons. One tire maker has bought out, and I was told that others will soon bring out, a tire which requires only twelve pounds of air pressure. It has a triangular cross section, a very broad base on a wide wheel rim and about four inches of surface contact with the road. Friends of mine who have driven in light cars equipped with these twelve pound tires say that they behave wonderfully.

I noticed a decided tendency toward longer wheel base in the lower priced cars. That, of course, makes riding easier. It also gives a longer hood under which to put an eight-cylinder engine, and permits longer bodies, with more leg room, in the smaller types of closed cars. I saw a smaller proportion of cars of the rumble seat type, however, and more having a closely coupled body, with rear seats for two or three, and a removable canvas top over all. They are very sporty looking affairs, many of these, and doubtless will be popular with the type of young folks who have been such eager buyers of two-seaters with rumble.

Bigger and more powerful headlights, two horns instead of one—I cannot quite see the use of that—much more chromium plate and stainless steel, a greater variety of more brilliant body colors, deeper and more impressive-looking radiator fronts, and more complete streamlining to prevent wind resistance, are among the other minor improvements which almost all the new cars show. Of course, they all have four-wheel brakes, most of them mechanical brakes, with the exception of one very popular line which has used hydraulic brakes for several years and still applies them on all its cars. And almost every one of the new cars has sun shields inside which can be pulled down and set at any angle by the driver, instead of the old-fashioned sun shields which were never completely satisfactory. I should say that a majority of the cars have some form of shatter-proof glass as standard equipment for wind shields and windows, and some of the new ones have got the front seat floor boards and coverings so fitted that there will no longer be a cold draft on the driver's feet in winter-time.

I should say that perhaps half the cars in the show are wired for radio as standard equipment, and every one of these has some kind of a radio receiving set especially designed to go under the dashboard, which is sold as an extra, at a cost from \$100 to \$150.

Nobody has seen the new Ford yet. Nobody but a few insiders in the Ford organization know what it is going to be. Mr. Ford never exhibits at the national show, but usually displays his new models at the same time. The rumor is widespread that the new Ford will have eight cylinders and many other radical changes from the present model AA type. But we will know a lot more about that when Mr. Ford tells us.

Mr. Farmer Just One Thing and Another

Use "FIGARO" Liquid Smoke. It is guaranteed to keep meat free from skippers and mold. It is very easy to apply with small paint brush. Meat is hard to keep during warm weather.

Blow out those stumps and stones in the field you will plow this spring. We have a special price to farmers on DYNAMITE this year. See us.

You should be planning to prune and spray your orchards. We can furnish you the proper tools for pruning and LIME-SULPHUR for spraying. Also spray pumps.

We have "JUDY'S PRIDE" and "WHITE BURLEY" tobacco seed, 35c per ounce. Mail orders promptly filled.

"LESPEDEZA" (Japan Clover) has proved that it will grow and reseed in Watauga County. It cannot be beat for pasture, especially on thin land. The price is less than one half what it was last year. Common, 10c per pound; Korean, 15c per pound.

Watch this space from week to week. It will pay you!

Farmers Hardware & Supply Company

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Watauga County Bank

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We are now operating a daily motor express line from Boone to Lenoir, Hickory and Asheville, connecting at these places with lines to all parts of the east or south. WEEKLY TRIPS TO RICHMOND. Our rates compare favorably with railroad rates, and we solicit your business.

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