

# Picture Shows Henderson Tobacco Group In 1885

### Exhibited in Two Store Windows and Attracting Much Attention; Something of Early Days of Industry Here.

A picture taken about 1885 of 47 tobaccoists of Henderson is on exhibit at Gooding's Studio and also at Kirtland and Harris, which is attracting much attention. In the center is W. E. Gary, chairman of the tobacco board of trade, with large pictures of the warehousemen and smaller pictures of the others around it.

The following facts about some of these men were furnished in the main by L. R. Gooch, veteran tobaccoist of the town.

In 1868 Mar W. Carrin and J. L. Watkins were among tobaccoists first by auction in trade on the corner of the Pittman building now being repaired for Christian-Harward Company. Later Carrin and Watkins Company moved to a building where the Stevenson theatre now stands. (For an elaborate advertisement by this firm see April 6, 1931 edition of the Tobaccoist and Review published in Henderson.)

The first warehouse was established by J. C. and D. V. Cooper in 1872 and located where the Home Furniture Company and other buildings now stand.

The Davis warehouse of Owen, Tenn. and Back Davis was opened in 1880 or 1881 in the present Farmers Warehouse, and S. R. Harris, G. B. Harris and L. R. Gooch began operating Harris, Gooch and Co. in 1884 in the building just vacated by Carrin and Watkins Company (Stevenson Theatre place), but after one year this firm moved to the warehouse they erected where the Motor Sales Company now is located.

**Prize Houses**  
One of the first prize houses was built about 1874 by Claude Hunter almost exactly where the underpass now is found. As Henderson had no hall for large public gatherings at the time, dances, school commencement and so on were held here. (See the annual "Hot" cards on display at the Perry Library for dances in "Hunters' Hall.") Mr. Gooch states that he attended the first court to be held in Henderson and that it was held in Hunter's factory.

Near this prize house was Pogue's factory, which is now occupied by Seaboard Feed Mills, and across the street where the Methodist church stands Will Walker had a prize house where he later manufactured chewing tobacco.

L. B. Gary was the first Gary in the tobacco business in Henderson. He came in 1872, went to Kentucky for a while some time afterward, and later returned to the tobacco business in Henderson.

In 1879 the father and brother of Mr. Gary, F. H. and W. E. Gary, came to Henderson and began business, or very soon thereafter began business, in the brick building on Walnut street now used for the mattress factory. Near this, T. H. Ford had a prize house which later housed the first Henderson graded school.

J. D. Cooper's large prize house was on Young street projecting back to the jail. The Tanner Roofing company building was the Henry Cannon prize house. Samuel Watkins' prize house was on the present site of the Industrial Bank. J. M. Barnett had a factory on the corner of the Central school grounds. The J. P. Taylor prize house was near the Gary and J. D. Cooper buildings.

The Strause brothers, Leon, Nathan, Abe, and later Henry, had a prize house where the S. S. Pullman home place now is. The W. D. Barwell home is on the site of the old George Smithson prize house.

The Clary brothers, Paul and Whit, had a prize house where the Ever-ready Chevrolet Company now is, and one of them also occupied the building on Spring street now occupied by the Leggett & Myers Tobacco Company.

Geo. Pritchard's prize house was on Charles street near the Alex. Barner home.

C. A. Lewis came to Henderson in 1883, one year later than his father-in-law, W. H. Smoot, who was also in the tobacco business. The Lewis building was first in the Central Laundry building on Home Street and later in the building M. L. Bakery now stands. Owen Davis' manufactured smoking tobacco in the brick building next to the Central Laundry. The John B. Watkins prize house on Turner avenue has just been down.

The names of the tobaccoists in the picture are as follows: W. E. Gary, D. V. Cooper, G. B. Harris, L. R. Gooch, Owen Davis, Thomas Davis, Wm. Davis, P. H. Gary, J. B. Gary, Claude Hunter, Henry Cannon, J. C. Cooper, J. D. Cooper, C. A. Lewis, W. H. Smoot, Wm. Walker, J. P. Taylor, Leon Strause, Nathan Strause, Abe Strause, R. J. Jones, J. A. Kelly, Joe Hayden, E. F. Fleming, Geo. Pritchard, T. H. Ford, M. W. Carrin, Whit Clary, Paul Clary, J. Y. Mason, Ed. Barnes, W. H. Jenks, Herbert Jenkins, J. E. Pogue, A. J. Daniel, W. M. Young, S. R. Harris, Walter Sprull, Walter Rowland, Geo. Smithson, J. B. Watkins, Mr. Powell and three others unidentified.

# Seaboard Shows Its Modern Transportation Equipment



Seaboard Railway Photo.

One of the chief attractions of the opening day of the Henderson Centennial celebration July 1 was the exhibit by the Seaboard Railway showing its modern diesel-electric locomotives, stainless steel Pullman sleeping car. The picture here shows crowds leaving the exhibit.

# Many Visitors See Seaboard Exhibit

### Luxury of Modern Rail Transportation Displayed in Unit Brought to Henderson Centennial Yesterday by Seaboard Railway.

The air-conditioned luxury which American railroads have developed for the comfort of travellers, in which the Seaboard Railway has been a pioneer and is now a leader, was demonstrated to visitors to the Henderson Centennial yesterday through equipment brought here for display in connection with Henderson's celebration of 700 years of progress.

Throughout the day and until 9 o'clock last night, a steady stream of visitors passed through the three units of the display—seeing the deluxe Pullman, the stainless steel car which is standard equipment on the Silver Meteor, and the diesel-electric power unit such as those which provide locomotion for the modern high-speed trains. Later in the afternoon, especially prepared for distribution at the Henderson Centennial and carrying greetings to the visitors, was distributed by the Pullman porter, and a phonograph in one of the cars repeated descriptions of the train and equipment.

A number of officials of the Seaboard Railway accompanied the exhibit to Henderson, among them being C. C. Bell, passenger traffic manager; J. A. Benton, general manager; and Paul J. Byrnes, public relations department official, all of Norfolk, and H. M. Terrell and C. G. Ward, division passenger agent, both of Raleigh.

Latest Pullman transportation facilities were exemplified in the Pullman car, a "roomette" unit providing private accommodations for passengers; while the combination of comfort and economy in rail travel was demonstrated in the equipment of the chair car from the Silver Meteor.

Seaboard officials reported last night that approximately 4,000 persons visited the exhibit during the day.

# Yelton To Be Liberal In New Position

Daily Dispatch Bureau. In the Sir Walter Hotel. BY HENRY AVERILL.

Raleigh, July 2.—Any school officials or teachers who fear that the new executive secretary of the school commission will adopt a hard-nosed attitude can calm right down tonight.

Nathan Yelton, successor to Lloyd Griffin as executive head of the business end of North Carolina's school system, speaks the same language and thinks very much like school folks. He ought to, having been a county superintendent for many years.

He hasn't settled yet in his new post, but right off the bat he told our Raleigh reporter he is opposed to reducing the teaching staff of any of the 102 school except where there is a very clear, urgent and convincing reason for so doing.

"In allotting teachers for the coming year, decrease in average daily attendance for 1940-41 due to epidemics should be heavily discounted," he said. "While it is true that there are many schools which would not rate an increase in number of teachers, it is obvious that no school, under ordinary and normal circumstances, has given more teachers than it should have had, or more than it will require this next year under normal circumstances."

The allocation of teachers will be the first, serious problem before the new executive secretary. There are mathematical tables showing exactly how many teachers each school should have on the basis of last year's average daily attendance, but strict application of these formulas would result in unfair reduction in teacher force in many places, unless such things as epidemics and unlikely to reveal epidemics are taken into consideration and allowance for them made.

# Ward Favors Central Office For Records

Daily Dispatch Bureau. In the Sir Walter Hotel. BY HENRY AVERILL.

Raleigh, July 2.—He has personal problems enough to keep him occupied for perhaps a long, long time, but once he gets that wrinkle ironed out, Boddie Ward, the new commissioner of motor vehicles, will likely give considerable attention to the setting up of a central records office for his department.

There is little doubt that this would be a step in the direction of economy and efficiency, as the present system of keeping the records of motor vehicles is definitely slip-

# 175 Men Registered For Draft In Vance

### Net Increase of 164 Men Made in County's Pool of Available Trainees; Deferment Ordered for Men 28 and Older.

Vance county's pool of potential trainees in the selective service law was increased yesterday by 164 men, it was announced today by the local draft board, through the registration of men who have attained their 21st birthday since last October 16. Transfer of registration cards by other board is expected to increase this number, it was said.

A total of 175 registrations were made at the Vance selective service headquarters yesterday, ten being

of men who will be under the jurisdiction of other draft boards, being a late registration in the 21-30 year age group called to register last October, and the net number of 163 men being listed to 30, 31, 32, 33 and 34.

Among yesterday's registration, a total of 2,023 men—1,923 whites and 1,000 Negroes—were listed with the Vance draft board, and the new registration brings the total number of registrants to 4,087.

The number of men now fully available for military training, as indicated by the law, however, by orders from the national selective service headquarters for automatic deferment of all men 28 years of age or older. Men under the Vance draft board being today the work of reclassification by 1 men who are over the age limit set by the draft headquarters. It has been estimated that approximately half of the men listed in the first registration will be entitled to deferment on the basis of age under the new ruling.

# Air Show Thursday Packed With Plenty Of Thrills

## Young Jumper



MISS JEAN DUNCAN

### CAA Fails to Grant Permission for Charles B. Finch to Make Exhibition 'Chute Jump; Air Thrills Promised.

E. T. Credle, chairman of the Air Show Thursday afternoon at 2 o'clock, a part of the five-day Centennial celebration here, today stated that the Civil Aeronautics Authority will not grant waiver for Charles B. Finch to jump from the wing of his plane here at the air show as part of the afternoon's entertainment. Permission for the jump was denied on the ground that Finch, local flying enthusiast, is not a professional jumper, and the risk is too great.

Finch and Credle made a trip to Raleigh, it is said, in an effort to secure the necessary permission from authorities.

However, the remainder of the program is to be carried out as scheduled, and Miss Jean Duncan, 18-year-old parachutist, is expected to thrill the great crowd expected with her daring leap.

The entire program is packed with thrills from start to finish, with stunt flying, passenger flights and the parachute jumps promising to keep the crowd on edge at all times.

And if you were, even so far that you really want any detailed records about activities of the highway patrol's activities you would probably have to go, not to the office of Major John Armstrong, patrol commander, but to the headquarters of a record of driver's licenses issued, shed and even shown.

As things now stand it is always a matter of doubt where to go for what records, there are so many different places in which seemingly closely related records are kept. And it's very easy to go to the wrong place. For instance, it would seem the natural thing to expect to get records of driver's licenses highway patroling from the highway patrol headquarters, but you don't. These records are kept by the highway patrol's division. Again, the motor vehicle division would seem the proper place to go for a listing for a record of driver's licenses issued, but again you'd be wrong if you tried it. Those records, too, are kept by the safety division.

And so it goes, even so far that if you really want any detailed records about activities of the highway patrol's activities you would probably have to go, not to the office of Major John Armstrong, patrol commander, but to the headquarters of a record of driver's licenses issued, shed and even shown.

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