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OUR NAVY.

The inhabitants of this country in 1776 numbered about one-half of the present population of New York City, but there were probably as many native born sailors following the deep sea for a living as there are today. There was a reason for this. All of the large towns were on the seacoast. Highways and roads were few and in bad condition. It was by sea that the colonies kept in touch with one another, it was by the waterway that they carried on their commerce. While the colonies were still dependents of Great Britain they had begun to work out a commercial independence. From the New England shipyards had come fleets of merchant vessels, and they sailed to every port in the world. In the olden days—in fact up to sixty or seventy years ago—there was little or no training to turn a merchant sailor into a man of war. There was no complicated machinery to learn and master; the ropes and orders were the same; and the guns on a merchant vessel—ships sailing in foreign waters were all armed in those days—were the same as those on a vessel in government service, only smaller. It was this adaptability of the American merchant sailor that did much to save the country in its two wars with England. Of course at the outset of the Revolution in 1775 and 1776, the 13 colonies had no navy at all, and the necessity for possessing armed ships was one of the first things to be discussed when the Congress of the United Colonies first met in 1775. A naval committee consisting of John Langdon of New Hampshire, Silas Deane of Connecticut, Christopher Gadsden of North Carolina, John Adams of Massachusetts, Joseph Hewes of North Carolina and Richard Henry Lee of Virginia was appointed. This committee decided to start building immediately 13 vessels. They were to be of three classes: five ships of 32 guns, five of 28 guns and three of 24 guns.

It was on Dec. 14th 1775 that this decision was made, and the faith placed in the early shipyards and the ability of the shipbuilders was demonstrated when it was declared that all these vessels should be fitted out by the end of the coming March. The whole cost of this program of building was not to exceed the sum of \$5,000,000, or less than one-fifth of the cost of a modern battleship. Previous to this there had been four vessels purchased and turned, the time being out of commission. All of them taken from peaceful calling to the trade of fighting. It seemed a popular task that the American colonies had undertaken. Without a single regular vessel of war they were going to oppose the magnificent navy of Great Britain, that at this time consisted of not less than 250 vessels, 140 of them being ships-of-the-line, that is great floating forts mounting 74 guns and more. But a way was found to even matters in a measure. Although Great Britain from the outset attempted to blockade the American ports, there shipped to sea from almost every harbor numbers of "privateers"—vessels that were sent out under private ownership, but with papers furnished them by Congress authorized them to prey upon the commerce of the enemy. Well did they account for themselves. These American cruisers captured during the years 1776 and 1777 upwards of 800 vessels, and taking 250 English ships employed in West India trade and valued with their cargoes at ten million dollars. The Yankee cruisers penetrated into the English Channel and made captures almost at the entrances of the English harbors. In the records of the American Revolution there appears the names

of less than 1,697 privately armed vessels, and the number of men employed in them was no less than 58,400. Many had set sail and brought in prizes before the Declaration of Independence, July 4th, 1776. Four months after this declaration Congress authorized the construction of the first American line of battleship of 74 guns—the America. However, she took no part in the war, not being finished in time, and was in 1782 presented to Louis XVI, King of France, as a token of the country's gratitude for aid lent by that monarch and his country, and to replace a French vessel lost in Boston harbor. For five years the naval service was dormant. Then came a near war with France. From 1801 to 1805 the resurrected navy of the United States was engaged in the Mediterranean in a war with Tripoli. There were no naval actions of any moment in this war except that of the Philadelphia with the swarm of Piratical small craft. At the beginning of our second war with Great Britain in 1812, our navy had again dwindled. The whole navy made a list one could take in a glance, but the names of the ships soon became household words. There was not one that did not make a record to be proud of.

The war of 1812 found America at the high tide of commercial prosperity, and beginning to compete with England for the carrying supremacy of the world. The number of vessels flying the American flag in foreign ports in the year previous to 1812 was greater than in 1912—a hundred years later. The outbreak of the war with Mexico in 1846 again made use for regular armed vessels, but they were mostly employed conveying transports, and bombarding a few coast towns. The Civil War once more found the navy reduced and disorganized. But soon the shipyards were busy, and the end of the Civil War found the U. S. the greatest naval power in the world.

Without effort the President could have called into active service more trained, experienced men than the addition of any two great powers of Europe could have brought together. Not long, however, did this state of affairs continue to exist. Within ten years England and France had begun to outstrip this country in building ships. There was an excess of officers in the American reserve at this period, but there was no well directed attempt at naval construction. American born sailors had practically disappeared; 72 per cent of the enlisted men in the service were foreigners, who were attracted merely by the pay they received. In 1884 the U. S. had reached its lowest ebb as a maritime nation; the country had not sold all its ships, as it had a hundred years previously, but those in commission were obsolete, not one vessel of first class being afloat. About this time Secretary of the Navy Wm. H. Hunt, began a great work of reconstruction. A board of naval officers was then appointed to determine the requirements of a new navy. It was reported by the board that the U. S. should have 21 battle ships, 70 unarmored cruisers, 20 torpedo boats, 7 torpedo gun boats and 5 rams. As the first class, they, therefore had to exist on paper—there was not a shipyard in the country that could build one. To construct the half dozen small cruisers it was necessary to purchase armor plate abroad, and the "White Squadron" as it was called at the beginning of our modern navy was constructed in a measure by foreign workmen, with foreign tools and of foreign material. Moreover the vessels were built, not by the government, but by private contract. Conditions had improved somewhat in regard to the personnel during this period, but as late as 1897, 25 per cent of the enlisted men were foreign born. Today it is completely changed—the service has all American crews, the foreign born element being less than 2 per cent; and they must be naturalized citizens.

As the U. S. began to build larger ships and as the shipyards and their capacity increased government construction, under proper direction was successfully undertaken.

In the Spanish war the United States navy acquitted itself brilliantly. During the "Great World War" the U. S. navy accomplished the greatest feats in all history. They protected the submarine infested sea lanes, making it possible for thousands of our soldiers, vast army supplies and provender to be delivered to our allies without losing any transports or any lives, and few merchant ships. This enabled the allies to carry on and finally win the war.

The U. S. navy today has no superior, and since the disarmament conference, is on an equal footing with that of Great Britain. The great Panama Canal has made it possible to deliver the navy from one ocean to the other in a few hours,

thus affording us protection with all our naval strength in both the Atlantic and Pacific Oceans.

Officer Personnel.

The men, human beings, and with hearts and brains and souls, are the true measure of the power of a navy, just as they are the true measure of the power of a nation. It, therefore, follows that any institution that develops self-reliance, self-respect, initiative, intelligence, executive ability, and useful knowledge in large numbers of young men, is peculiarly valuable and important to the welfare of a nation. The navy each year develops the essential qualities enumerated above in thousands of our young men. It develops men mentally and physically. The principal source of officer personnel is the U. S. Naval Academy at Annapolis, Md. The naval academy is one of the most truly Democratic institutions in the world and thoroughly representative of the American people. Every boy who enters the academy is immediately placed on an equal footing with all others. He lives a life of Spartan simplicity, governed by rigid discipline. He lives in an atmosphere of high ideals of personal honor and conduct, which is the prized tradition of the academy. He receives an education that not only fits him for the career of a naval officer, but in the event of his giving up the sea as a profession after graduation, provides a solid foundation for future success in many other lines of endeavor in civil life. The largest part of the graduates of the academy remain in the navy. Many however, return to civil life and some of them have made important contributions to the industrial and economic life of the nation.

Enlisted Personnel.

Imagine a boy of 18 who desires to enlist in the navy. He is of average intelligence, average physique, sound in mind and limb, and has been brought up in accordance with the ten commandments. He applies for enlistment at a recruiting station and is accepted. He is sent to a training station, in reality a large school where he spends several months. He is first taught to look after his physical person. He finds truth in the old adage that cleanliness is next to godliness. He is taught the rudiments of military discipline and absorbs a respect for and recognizes the necessity of constituted authority. He is taught many useful, fundamental things that will stand him in good stead all of his life. There is plenty of play as well as work. He is fed well and his health is closely supervised by competent medical and dental officers. Most important of all, he is thrown into intimate personal contact with self-reliant, self-respecting, forceful instructors. After a few months our young man is sent aboard a cruising ship, a battleship, perhaps. There his training continues and progresses, and depending on the individual, takes a special turn. A man may be interested in electricity, radio, engineering, cooking or bookkeeping, or a score of other useful trades and occupations. If he has the will to work the navy will make him competent in his trade and pay him well, clothe him well, and feed him well while the process is going on. As at the training station, there is plenty of play mixed

with the necessary work. Every company plays football, baseball and basketball and indulges in track athletics. There is also boxing, wrestling and rowing. Every man must learn to swim. All sports are directed and supervised by the officers. An effort is made not only to teach every man to win like a gentleman, but what is much harder and much rarer—how to lose like a gentleman. After four years our young man's enlistment expires. If he decides to return to civil life, he has an honorable discharge from the navy. In short he is a proved man. He has forgotten that there are such words as I "can't" in the English language. He is neat in person and clothing, is brimful of self-reliance and self-respect.

He knows how to take orders and incur reasonable responsibility in carrying them out. There are 20,000 such men going back to their homes and communities to live each year. They are valuable citizens.

Young men in the navy are not a drag on industry and commerce. They are not parasites on the body politics. As well consider that young men and boys in schools and colleges are a Jrag or parasite. Our Navy personnel is a sound investment, a gilt edge investment, and should be considered as such by all thoughtful citizens having the true public interest at heart. For the year July 1, 1921 to July 1, 1922, the navy returned to civil life, with honorable discharge, a total of 18,901 men, all of whom were trained and qualified in some useful trade or occupation, or had received training in executive duties. (By Mrs. William A. Band.)

INCOME TAX RETURNS.

In Income Tax payers seem to have confused their State returns by those required by the Federal Government, which has just enacted its revenue law. The State income tax law is the same as last year.

Every resident or non-resident having a net income during the income taxable year in this State of one thousand dollars (\$1,000) and over, if single, or if married and not living with husband or wife, or having a net income for the income year of two thousand dollars (\$2,000) or over, if married and living with husband or wife, and every corporation doing business in the State, is required to make a return under oath on or before March 15th of their taxable income for the calendar year 1925.

Of course, tax payers using a fiscal year must make their returns within seventy-five days after the expiration of the same.

The State Department of Revenue now has its deputies in different sections of the State to assist tax payers in making these returns.

Penalties are provided by law for those who fail to make their return to the State within the time fixed by the statute, and, therefore, every one liable for the payment of income tax is requested to make their returns with the time allowed, and escape penalty.

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