

The Warren Record
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**That Justice May Ever Have A
Champion; That Evil Shall Not
Flourish Unchallenged.**

Entered at the Postoffice at Warrenton, North Carolina, under Act of Congress of 1879.

HOW TO TRUST: Trust in the Lord with all thine heart; and lean not unto thine own understanding. In all thy ways acknowledge Him, and He shall direct thy paths.—Proverbs 3: 5, 6.

If the hypothesis of God works satisfactorily in the widest sense of the term, it is true. Experience shows that it certainly does work, and that the problem is to build it out and determine it so that it will combine satisfactorily with all the other working truths.—William James.

MAYBE ROAD WILL BE COMPLETED

We are publishing on the front page of this newspaper a communication from E. B. Jeffress, Chairman of the State Highway Commission, in regard to the Louisburg road, which we believe is self-explanatory. We are also publishing on the same page a synopsis of the news articles and editorials that have appeared in this paper during the past 15 years in regard to this road. We think that this article will also be enlightening. We commend both to the reader's attention.

Perhaps the most significant statement in Mr. Jeffress' letter is that the road would be completed either with Federal funds or with State funds as soon as the Legislature removed the ban on road building. When that will be no one can safely predict. Another winter must pass before the Legislature can take action on this matter. Unless there is marked improvement in business conditions chances are slim for the ban being removed at the next session of the Legislature. So if the Highway Commission can not pay for this out of Federal funds, it may be years before the road is completed. That is the dark side of the picture.

However, Mr. Jeffress promises to visit Warrenton within the next few days to discuss this matter with the commissioners and other citizens. It may be that he will see the injustice that has been worked against Warren county and will make a special effort to rectify it. If this is done, we feel that the road will be shortly completed, and that a highway that should have been among the first to be built in the state will after a dozen or more years of delay be finished.

FILES TELL STORY

(Continued from Page One)
spiral towns in one connecting link; and not to direct or deflect the roads so they will parallel the railroad systems.—editorial June 10, 1921.

"The public interest of the citizens of this county will best be served by the Cokesbury-Warrenton-Macon road (over part of Louisburg route and a road through Henderson).—editorial June 24, 1921.

"Commissioner Hill announced that though Warrenton was not on the through route as shown at the court house door that he had settled that point and that Warrenton

would be on any through route that was established, regardless of which route was decided upon."—from news article July 1, 1921.

Editorial July 8, 1921, acknowledged that town had been promised what it wanted.

"To Follow Old Stage Route to Raleigh; Warren County Road by Jones' Spring to Join Franklin County Road to Louisburg; Wake Working Rest of Road."—Headlines Warren Record Oct. 14, 1921.

"Construction Well Under Way on Warrenton-Louisburg New Short Route."—headline Aug. 25, 1922.

Editorial January 30, 1925, praises Warrenton Kiwanis Club for asking Representative Downin to seek to have Warrenton-Louisburg road completed. Louisburg club has endorsed same route.

"Warren county citizens want this road constructed now."—editorial Feb. 6, 1925.

"Construction Louisburg Road one of the greatest needs of town."—editorial Feb. 24, 1928.

"Says New Route Is Assured Now.—The Warrenton-Louisburg Road has already been designated by the State Highway Commission for construction as soon as funds are available, Commissioner John Sprunt Hill told a group of Warren and Franklin citizens at Smithfield Tuesday."—news article April 6, 1928.

"Victory at last."—editorial April 6, 1928.

"We should have the road to Louisburg hardsurfaced. Commissioner Hill says that this route is already on the construction map. This year we should see some action."—editorial Jan. 4, 1929.

"Warren county will have to wait its turn before the Warrenton-Louisburg road will be built, Commissioner Hill said. 'There is a great deal of merit in the road from Warrenton to Louisburg and I am free to say that as soon as the turn of Warren county comes for additional new mileage to the state system, I will recommend this road,' he added."—news article Jan. 25, 1929.

"A delegation of Warren county citizens headed by Commissioner John Clay Powell, Frank Newell and John L. Skinner will motor to Durham today where they will join commissioners and other citizens for a consultation with John Sprunt Hill, District Highway Commissioner, in regard to the Warrenton-Louisburg road."—news article April 5, 1929.

Editorial urging a little more speed in building road to Louisburg, May 17, 1929.

"You may assure your friends in Warren county that I will do all in my power to add the road from Warrenton south to a point near Kearney to the state system during this two year period."—letter to Congressman John Kerr from John Sprunt Hill, published in Warren Record June 28, 1929.

"To Build Road to Louisburg in 1930—District Engineer Work Will Be Started About January 10th."—headline September 20, 1929.

"Dave Rea, chief engineer of the fourth highway district, was in the county this week. Mr. Rea confirmed a report that work would commence on the Louisburg-Warrenton road early in January of 1930."—news story Nov. 1, 1929.

"Says State Will Take Over Road—District Engineer Discusses Warrenton-Louisburg Road at Meeting; To follow Stage Line."—headline Nov. 22, 1929.

"Unable to Take Over Road Now—Hill Says Warrenton-Louisburg Road May Be Taken Over in the Summer."—headline Dec. 20, 1929.

"State Acts On Louisburg Road—Highway Commission Will Maintain Road From Warrenton to Kearney's."—headline Feb. 21, 1930.

"Louisburg Road to Be Surveyed—However, Some Time Yet Before State Takes Over Maintenance Job."—headline March 14, 1930.

"Begin Survey of Louisburg Road."—headline May 16, 1930.

"Says Road Will Be Trunk Line—Commissioner Hill Claims That Much Traffic Will Go Over Louisburg Road."—headline Aug. 8, 1930.

"By building a road through Warrenton to Louisburg much of traffic load on Highway No. 1 can be lightened."—editorial March 30, 1931.

"Bridge Under Construction Over Hudgin's Creek."—headline May 1, 1931.

"Survey Louisburg Road Nearly Ended."—headline Nov. 18, 1932.
Editorial urging building Louisburg road—Dec. 2, 1932.

"Louisburg Road Contract May Be Let End of Month."—headline Dec. 16, 1932.

"Louisburg Road Contract To Be Let on January 6th."—headline Jan. 6, 1933.

Editorial urging building of road.—July 21, 1933.

Surface treatment from Warrenton to Afton approved. . . First letting to be held soon."—news article Aug. 18, 1933.

"Highway Body Calls For Bids on Warren Projects."—headline Aug. 26, 1933.

"The stretch of road leading from Warrenton to Elberon approved for surfacing at a recent meeting of the state highway commission, was not among roads listed for construction bids on Saturday."—same story, Aug. 26, 1933.

"We Have Got to Fight For Road—Warren county has been treated like a red headed stepchild by the State Highway Commission in regard to the Louisburg road and it is time that our citizens found out where the trouble lies, correct the injustice, or raise a ruckus in trying to find out. Much of the Federal funds has already been spent and something must be done about the road at once."—editorial Feb. 9, 1934.

"Louisburg Road to Be Completed, Says Jeffress."—headline Feb. 16, 1934.

"We are also planning to complete the grading between Afton

SUNDAY SCHOOL LESSON
by Charles E. Dunn

Our All For the Kingdom
Lesson for April 22nd. Matthew 19.
Golden Text: Acts 20:35.

There is much to be said in favor of the young man who inquired of Jesus the way of eternal life. He had the precious gift of youth with its radiant health and ardent dreams. He was so personally attractive that Jesus fell in love with him. He had wealth and social standing which opened to him doors of rare opportunity. Above all, he was apparently a person of unusually high character.

But with all his charm and popular appeal, he was not satisfied. Worldly success left him cold. He was eager for something more than the comfort and prestige of an assured position amongst the elite. Life as he knew it boared him by its trivialities. He was wistful for a nobler philosophy. Disillusioned by the vanity of earthly pursuits, he came to Jesus seeking to know the secret of His haunting gospel of loving good-will.

How did the Master receive him? Sympathetically, of course. But Jesus was too exacting to admit him just as he was into the circle of His disciples. "There is one thing that you lack," He declared. "Go, sell all you have, and give the money to the poor." It was a totally unexpected challenge, too bitter a pill for the young man to swallow. Keenly disappointed, he turned away, making the great refusal. The cost of marching under the Christian banner was too great.

What was the matter with this attractive youth? The trouble was that he did not own his wealth, but his wealth owned him. He was like the plutocrat of whom Ruskin writes who carried his fortune on his own person in a belt of gold so heavy that when the ship upon which he was traveling foundered, he was unable to save himself, and so sank to a miserable death.

Now let us beware of supposing that this danger is confined to the unusually rich. The fact is that the acquisitive impulse is strongly rooted in all types of humanity. One of the primary duties of the Christian is to keep this passion for possession under strict control.

and Franklin county line, so that the whole road will be available for travel this summer."—same story Feb. 16, 1934.

"Bids on Louisburg Road Advertised; In Two Sections."—headline April 6, 1934.

"Last week in a generous moment the highway commission let the contract for the building of another stretch of this road, a measly mile and a half, leading from Warrenton to a point across Hudgins bridge, and we understand so short that there was difficulty in getting a contractor to touch it, and perhaps the most useless stretch of road along the entire route. . . We trust that when the highway commission next comes before the General Assembly asking favors, that our Representatives will remember the treatment that our people have received at the hands of that body and act accordingly."

"Blessed Event"—Maybe



NEW YORK . . . All evidence at the aquarium here points to a black-footed Pequin heir. Mamma Margaret remains on her nest as Papa Olsen stands guard outside. Attendants hope that it is an egg or two that Margaret is sitting on.

—editorial April 13, 1934.

"You are mistaken in saying that last week the Highway Commission in a generous moment let a contract for only one mile. There were two projects in Warren county in the last letting—one was surface treatment of a little over a mile near Warrenton toward Afton and the other was the grading of the balance of the road from a point near Afton to the Franklin county line. . . You certainly will not benefit your county by threatening reprisals against an agency that is trying as best it can to meet the needs of your community. . . We are under obligations to the Bureau of Public Roads to complete the road from Warrenton to Louisburg and it will be done either out of additional funds or out of State funds when the Legislature removes the ban on road construction. . . Of course if you desire us to wait until we can surface treat the whole road we will be glad to use this \$10,000 allotment on some other project, but we thought it was best to start at Warrenton and apply our money as far as we could and then when we could get more money to finish out the job."—extracts from letter from E. B. Jeffress, Chairman State Highway Commission to The Warren Record, April 17, 1934.

C. M. Brickhouse, Lenoir county agent, has been helping farmers order pasture seed co-operatively.

MOSTLY PERSONAL
By BIGNALL JONES

"That mule is the skeerest mule I've ever seen, but he is too lazy to run," one of Pete Seaman's hands replied when we asked him if his mules would become frightened at the noise that a wood saw would make.

Every one who is at all acquainted with John Tarwater knows how sold he is on the Reynolds Tobacco Company products which he represents. Yesterday when I called for a pack of Camel cigarettes a Lucky Strike salesman who was standing nearby called me to one side, tore open a Camel and a Lucky Strike and endeavored to prove to me that the tobacco in his brand was superior. Then he presented me with a pack of Luckies with the invitation to try them. Later I told John about it.

"That's nothing," John replied. "He did the same thing for me. I let him go right ahead and said nothing until he offered me a pack of his cigarettes. Then I told him that I couldn't accept them as I represented Reynolds. He hurried away without a word."

After receiving a letter from E. B. Jeffress, chairman of the State Highway Commission, on Wednesday afternoon, I decided that I would go through the files and look up all references to the Warrenton-Louisburg road. I was unable to start on that task before about 7 o'clock on Wednesday night and held up at 11. Yesterday morning I was up at it again before 9 o'clock and it was after 1 before I had finished digging up my information. It's not such an easy job looking through every paper we have published during the past 15 years.

However, it is interesting looking through the old files of a newspaper; educational too, for there is to be found the history of a generation. Many things that seemed so important a dozen years ago have proven to be of little consequence. Many of the issues for which we fought have come to pass; some have failed, but the percentage in our favor is pretty good. One won-

ders why we fought for some of them.

I was interested in noting that a few years ago the whole town was wrought up over an attempt to repeal the Blue Law prohibiting the sale of Coca Colas on Sunday. (I can remember when leading church members for a few weeks refused to remove their mail on Sunday.) We were fighting for its repeal. Bill Polk was lending his pen. The Woman's club went on record as opposing the measure, and the commissioners refused to act upon a petition for its repeal. Now apparently few people, if any, think anything about buying a soft drink on Sunday, or playing golf on Sunday, for that matter.

Later I noticed the same kind of fight over the sale of beer. Our position was similar, even as our support was the same.

I ran across the marriage of Joe Taylor, Pete Seaman, Frank Gibbs, and other friends, and also notice that we advocated the appointment of Frank Gibbs for Mayor at the time that John B. Palmer resigned.

Always in looking through these files I marvel at the spirit of our citizens during the War days and the years afterward until the panic of 1920 when literally thousands of dollars were raised for public purposes—\$5,000 for the Red Cross, \$1500 for the Salvation Army. I was again impressed by the leading part played in the life of this community by the late Mr. Tasker Polk, of yeoman work in public service of the late B. B. Williams, R. B. Boyd, my brother, Brodie, and other citizens now dead—and I wonder if our trouble the times or that we have lost men that we have been unable to replace. These old files form a stage upon which our citizens have acted their part and afford a lesson to those who have the opportunity to view them.

Robeson county farmers have signed 2,936 tobacco and 3,200 cotton adjustment contracts for the years 1934 and 1935.

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DEPOSITS IN THIS BANK INSURED UNDER THE U. S. GOV. INSURANCE PLAN

**STATEMENT
CITIZENS BANK
--- AND ---
TRUST COMPANY
MARCH 5 1934**

RESOURCES	
Cash and due from Banks	\$ 972,287.60
State of North Carolina Bonds	100,753.07
Other Stocks and Bonds	40,743.63
Loans and Discounts	1,033,347.79
Banking House and Fixtures	37,609.49
Other Real Estate Owned	50,000.00
Overdrafts	23.25
Insurance Department	14,026.34
F. D. I. C. Fund	3,009.63
Total	\$2,251,800.80

LIABILITIES	
Capital Stock, Common	\$ 125,000.00
Capital Stock, Preferred	125,000.00
Surplus and Undivided Profits	17,934.66
Reserve for Contingencies	247,137.81
Reserve for Interest	2,656.47
Total Capital	\$ 517,728.94
Individual Deposits	\$1,063,164.05
Cashier's Checks	2,371.18
Trusts	27,778.18
Certificates of Deposits	84,686.91
Savings Deposits	548,082.78
Insurance Department	7,988.75
Total	\$1,734,071.86
Total	\$2,251,800.80

The ABOVE DOES NOT INCLUDE TRUST ASSETS

THESE EXPERIENCED BUSINESS MEN DIRECT THE AFFAIRS OF THIS BANK

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WARREN THEATRE

PROGRAM WEEK APRIL 23

Monday-Tuesday
Norma Shearer And Robert Montgomery
—in—
"Rip Tide"

Wednesday
Buster Crabbe
—in—
"Search For Beauty"

Thursday
Robert Montgomery
—in—
"Fugitive Lovers"

Friday
George Raft And Sally Rand (Fan Dancer)
—in—
"Bolero"

Saturday
John Wayne
—in—
"Riders of Destiny"

Fascinating Facts of NATURE




Nature created the land you farm, the seed you plant. To make land and seed produce better, she created three natural fertilizer materials—potash, phosphate, and Chilean Natural Nitrate. She stored Chilean in the ground to mature a million years until you should want it to put it back into the ground where you make your crops.

Chilean NATURAL NITRATE

The only nitrogen that comes from the ground.

NRA

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