

THE ENTERPRISE
 Published Every Tuesday and Friday by The ENTERPRISE PUBLISHING CO. WILLIAMSTON, NORTH CAROLINA.

W. C. Manning Editor

SUBSCRIPTION RATES
 (Strictly Cash in Advance)

IN MARTIN COUNTY

One year \$1.50
 Six months .75

OUTSIDE MARTIN COUNTY

One year \$2.00
 Six months 1.00
 No Subscription Received for Less Than 6 Months

Advertising Rate Card Furnished Upon Request

Entered at the post office in Williamston, N. C., as second-class matter under the act of Congress of March 3, 1879.

Address all communications to The Enterprise and not to the individual members of the firm.

Tuesday, June 7, 1932

Satisfying Our Desire for Speed

Williamston folks can mail their letters here at 7 o'clock in the evening and have them delivered in New York at 10 o'clock the following morning.

The mail is taken by bus to Raleigh, reaching there at 10:30, where it lies over until about daybreak the next morning, when it put on a mail plane at 4:45. In 5 hours and 20 minutes it reaches New York. This schedule fulfills, for a while at least, our morbid desire for speed.

Of course, we have trains going which would land the mail just a few hours later at a much lower cost. But we must rush on because it is the fashion of the day. And one of the causes of hard times.

Public Officials Told To Use Railroads

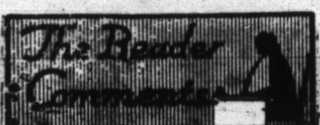
Florida Times-Union

One way, and a very good one, so it seems, to economize in the expenditure of certain public funds, in the administration of public business, has been found and put into practice in the State of California, by request of the Governor. An order that recently has been issued by the Director of Finance, Roland A. Vandegrift, of that State, to all State employees, directs "the use of railroad trains instead of automobiles when on official business, if the former transportation is available." This order has been issued, so it is stated by the Director of Finance, "in order to further economy in the government of California."

"All State departments, boards, commissioners, institutions, teachers' colleges, special schools, courts, and other state officers and agencies" are specifically directed by Director of Finance Vandegrift to comply with the order referred to above. In a letter directed to state officials in California, Director Vandegrift says that his attention has been called "to the fact that many state employees are using automobiles to make round trips between Sacramento and San Francisco, between San Francisco and Los Angeles, and between various other points paralleling railroads," that both State-owned automobiles and privately owned automobiles under State mileage permits are being used for such trips.

Then it is said in this same letter that "The use of automobiles for traveling over long distances paralleling railroads is costing the State many thousands of dollars per year, of which a very considerable portion could be saved if State officers and employees will use the train service." That this is possible is shown by figures giving distances and rates of fare between these various points, in comparison with automobile operating costs. For instance, the train fare between Sacramento and San Francisco (distance 190 miles) is \$3.60, while the cost of the trip by automobile, including bridge and ferry fares, is \$12.44, the state allowing 4.6 cents per mile when a state-owned automobile is used, and 6 cents per mile when a private car is used for the trip. The excess cost in the former instance is \$8.84 for a state-owned automobile, and \$10.60 when the car used is owned by the state official or employee using it. On the trip between Sacramento and Los Angeles (distance 812 miles) the excess cost is \$6.60 for a State-owned car and \$17.97 for a privately owned automobile.

With the facts as stated it does appear that this, indeed, is a move in the direction of the practice of economy in the transaction of public business—a move worthy of being made in other states, since it is very well known that automobile use by public officials, and by employees in public offices, is being made in other states, since it is very well known that automobile use by public officials, and by employees in public offices, is being grossly abused practically everywhere, in Florida as well as in California and other states. The matter undoubtedly seeds the attention that has been given to it by the Pacific Coast State.



WHAT'S WRONG AND WHY

What's wrong and why? That's the question the whole world is asking, never in the history of mankind has the equilibrium of civilization been so upset!

Probably more newspapers, magazines and informative literature are printed in the United States of America than anywhere else on the globe—yet, are the people generally well informed? Answer that question for yourself. Do not the majority of our people seem to be headline readers? They eagerly buy the latest edition; scan the headlines and then discard the paper.

Every one seems to be in a tremendous hurry. Millions are out of employment; have no food, and possibly no shelter, yet one will see even the unemployed hurrying along the streets, with nowhere definite to go, but nevertheless, in a terrific hurry to get there. Time now seems to be of little relative value; yet, with all this surplus time on their hands, very little of it is devoted to contemplation and constructive thought. Rather, the "talkies" must be visited, even though hunger may ensue as a result: The slot and gambling machines must receive their quota and even the dance halls and pool rooms are allotted their share of the meagre pittance available.

And, it may be asked, "what part has the automobile played in this general disruption of morale?" The extensive purchase of autos helped in no small measure to cripple the railroads; this and the introduction of the busses. Both the bus and the auto have been and are a distinct and very great aid in business, but it is the abuse of these facilities to which the writer refers.

Every Sunday the highways are crowded with autos of every description, whose drivers are spending their hard-earned money on gasoline—not because, in many cases, they want to go to any particular place, but rather because they feel they must be on the move going somewhere just to enjoy the novelty of motion.

Who suffers as a result? The owners of the cars; many accidents caused by congestion and incompetent driving, resulting in the loss of many lives. Under no circumstances must one be along with one's conscience: no time must be spent in contemplation of the great things of life, and, as a result, church attendance suffers.

What the auto and bus fail to accomplish in this connection the radio does with neatness and dispatch. It's far easier to sit in an armchair at home by a cozy fire or cooling fan than to sit in a stuffy church! And furthermore the collection plate is not passed at home.

Then, can it be possible that the church has helped to accomplish its own downfall through careless preaching and conduct in general?

Before the World War, if it became noised around that a certain minister was unorthodox, that was the end of his usefulness in the Christian ministry. He was tried for heresy, and, rightly, unrocked.

Now, it has become quite the fashionable and ordinary thing to proclaim one's disbelief in the Ten Commandments; in the literalness of the Scriptures; in sin; in eternal punishment; and in all, practically, the essentials of a Christian life as understood and practiced by our forefathers for many years. Certain radio preachers seem to teach that all these may be ignored but as long as one does the best one knows how it will be all right with Jesus, and our future residence in heaven, or a state of bliss, is assured.

It seems that the Creator of all things forgot to take into consideration the marvelous intellectual power of those living in A. D. 1932.

While the writer is not partisan in any sense, he feels that there is but one church which leads all others in faithful attendance and in the observance of discipline. Names need not herein be mentioned, but as soon as the others follow that example, Christianity will be the gainer, for when one physically attends a house of worship one is bound to come under the spiritual influence more strongly and naturally. It's all very well to talk of worshipping God by woodland stream and in the cathedral-like forests, but is that scriptural or orthodox?

Then, we have great dissatisfaction with the financial outlook of the country: The farmer has his tale of woe; likewise the general artisan and business man all complain that capital is oppressing labor and the working man. Our president has been blamed for almost everything from the wreck of the Hesperus to the overthrow of Tam many Hall—if that be possible.

There is a spirit of unrest prevalent throughout the entire world. Crime is rampant, and even the possession of great wealth does not prevent suicide—as witness the case of Eastman, the

kodak manufacturer, and many others. In conclusion, it seems that mankind is seeking that which can only be found in practical Christianity.

How apropos the sacred invitation, "Come unto me, all ye that labor and are heavy laden, and I will give ye rest."

In practical Christian unselfish service only can rest and satisfaction be found.

Sweet potato plants one month earlier than usual are being grown by L. C. Liles, of Zebulon, Wake County, through the use of flue-heated beds.

NOTICE OF SALE

Under and by virtue of the authority contained in that certain deed of trust executed to the undersigned trustee by John Roberson and wife, Sylvia Roberson, on the 24th day of July, 1926, and of record in the public registry of Martin County, in Book Y-2, at page 11, said deed of trust being given to secure certain notes of even date and tenor therewith, and the stipulations therein contained not having been complied with, at the request of the parties interested, the undersigned trustee will, on Wednesday, the 23rd day of June, 1932, at 12 o'clock noon, in front of the courthouse door in the town of Williamston, North Carolina, offer for sale, to the highest bidder, for cash, the following described property:

Beginning at Robert Gurganus corner on Main Street in the town of Williamston, North Carolina, thence N. 86 W. 440 feet; thence S. 76 E. 90 feet; thence N. 4 E. 400 feet; thence N. 61 W. 175 feet; thence N. 38 E. 264 feet; thence N. 32 1-2 W. 439 feet; thence S. 44 W. 360 feet; thence N. 33 1-3 W. 235 feet; thence S. 76 W. 128 feet; thence S. 46 E. 60 feet; thence S. 1 E. 560 feet; thence S. 45 E. 215 feet; S. 10 E. 160 feet; S. 26 W. 372 feet; S. 1 E. 230 feet; S. 3 E. 475 feet; thence N. 60.39 W. 200 feet; thence N. 3 E. 127 feet; S. 68 E. 200 feet; S. 88 1-2 E. 115 feet; S. 11 E. 29 feet; S. 81 E. 48 feet; thence S. 11 E. 125 feet to Main Street in the Town of Williamston, and being the same land described in a deed of trust from the grantors to the North Carolina Joint Stock Land Bank of Durham of record in book X-2, at page 341.

Dated this 23rd day of May 1932. E. S. PEELE, Trustee.

DR. V. H. MEWBORN
 OPTHALMOMETRIST
 Eyes Examined — Glasses Fitted
 Robersonville at Fulmer's Drug Store,
 Tuesday After Third Sunday Each
 Month.
 Williamston, at Davis Pharmacy, on
 Wednesday After Third Sunday of
 Each Month.
 Plymouth at O'Henry Drug Store,
 Thursday After Third Sunday Each
 Month.
 At Tarboro, N. C., Every Friday and
 Saturday

Back To Work

Elections may come and elections may go, but most of the folks have to work for their living just the same.

The people need a little more protective government and just a little less administrative government. Hold the big fish off of the little ones and they will be all right.

More Honest Effort Needed

President Hoover and the Senate Finance Committee are said to be about ready to launch a new relief plan.

This is a very popular thing. There are no less than 100,000,000 people saying "Whoop'er up, boys." And there are just about that many who feel just a little doubtful about the plan. What the folks want is just a little less sweet talk and a little more honest effort.

The Wrong Direction

The bonus marchers are on the wrong road. Of course, those who have little sense enough to march to Washington and try to seize trains and other methods of transportation to make the trip, do not represent the soldier boys of this country.

They are marching in an opposite direction from what they did in France. Then they marched to save the country; now they are marching to destroy it.

When men lose their sense of reasoning and honesty, they will follow a red flag or wave a black one. A selfish purpose is the poorest guide a man can have. And too often it destroys the man who follows it.

There is no question but that everybody would like to see the soldier's bonus paid, but when women and children are starving, brave men will not ask for any favors that would press harder against those who are weaker than they are.

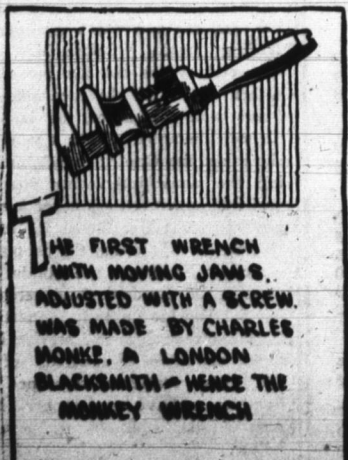
Lash of Wealth vs. Cry of Poor

We will never have legislation favorable to all the people so long as members of law-making bodies are moved more by the lash of wealth than they are by the cry of the starving poor.

ODD --- BUT TRUE

GOLD DUST

WORTH NEARLY FOUR MILLION DOLLARS MAY BE HAD FOR THE ASKING—IT IS IN A MUSH REFUSE DUMP IN COLORADO SPRINGS, COLORADO



THE FIRST WRENCH WITH MOVING JAW'S, ADJUSTED WITH A SCREW. WAS MADE BY CHARLES MONKE, A LONDON BLACKSMITH—HENCE THE MONKEY WRENCH

JULIUS CAESAR

USED ROUGE AND PERFUME, CURLED HIS HAIR AND WALKED WITH Dainty MINcing STEPS



CONSTITUTION

"If I got constipated, I would get dizzy and have swimming in my head. I would have very severe headache."

"For a while I thought I wouldn't take anything—maybe I could wear out the headaches; but I found they were wearing me out."

"I found Black-Draught would relieve this, so when I have the very first symptoms, I take Black-Draught and now I don't have the headache."

"I am a firm believer in Black-Draught, and after using it 20 or more years, I am satisfied to continue its use."

—F. E. McEnaney, Orange Park, Fla.

THE FORDS Black-Draught

WOMEN who are run-down, or suffer every month, should take Cardui. Used for over 50 years.

FOR CHILDREN—and grown-ups who prefer a liquid—get the new, pleasant-tasting SYRUP of The Ford's Black Draught; 25c and 50c.

"I found a beauty secret in my Electric Range"

"BELIEVE it or not, I have actually discovered a beauty secret in my automatic electric range. It is a beauty secret that you and you are you will want to know about."

"After all is said and done, beauty is more than skin deep, because beauty has its beginning in health. And good health comes from the right kind of exercise and nourishing diet."

"I have discovered that my automatic electric range actually gives me both. First, the automatic features of my electric range enable me to prepare a meal, put it in the oven, set the time controls, and leave home for the day. When I return I find a perfectly cooked meal, ready to serve."

"This means golden hours of freedom, day after day—hours for sunbathing, tennis, golf, motoring, shopping, movies, bridge, etc. Golden hours that mean youth, beauty, and health."

"Too, foods taste so much better and valuable minerals in vegetables and the juices in meats are retained. I never worry about my meals or have to scrub blackened pots and pans, and my range is so easy to clean as a china plate."

"Women cannot afford to look less attractive at the present time with the need of getting jobs and the competition in holding positions and sweethearts."

\$99.50

\$9.50

VIRGINIA ELECTRIC AND POWER COMPANY

ELECTRICITY IS CHEAP