

THE ENTERPRISE

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W. C. Manning Editor

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Tuesday, September 27, 1932

Real Wisdom

High Point factory owners and factory workers have displayed more wisdom in their business relations than any people we have heard of recently.

While both sides were dissatisfied at their lot, they showed good sense by not getting mad and making things worse. Both the owners and laborers are entitled to sympathy for the bad condition of things which has pressed down hard upon both the investor and the worker. A strike would only hurt both. Now they understand each other better. They have more respect for each other and are in a position to get together with some plan of fair play for both sides.

Operating on a Low Level

American politics are run on too low a level. We need more construction and less destruction. Just as soon as one political party gets in power, it centers all efforts towards usurping the powers of government to itself.

It would be much better if people of all parties would unite on all measures for good and drop all the evil and dangerous things. It is more important to save America and her people than it is to save any political party. Yet, parties will use every scheme to hold the jobs and get the money and other advantages for themselves and their friends.

It is a fact that the platforms of political parties are schemed out to get votes than to protect the needy.

Since so many of the big officeholders have been caught riding the folks and squandering public money, we find ourselves in a maze of wonder and disgust. Much of the scandal and sharp trading in the State and Nation seems to have been among the official families, and it really seems that people will grab deeper and work harder to get their hands on tax money than on any other kind of money.

Costly Marketing

Why will farmers rush tips as green as poison and as black as night to market when the price is one, two or three cents per pound? The chances are that if the tips were given a little time to season out and ripen up that many of them would double in value and command a greater price. In former years, farmers have followed the habit of grading and selling lugs and following immediately with tips. But with the prices of tips so low, the farmer need not fear a loss by holding that part of the crop. Certain grades of tips passed by buyers last year are now in favor, the particular tobaccos selling for five and six cents a pound. Green tobacco nearly always improves with a little age and attention. With this short crop, farmers should not sell tips with any life in them too quickly.

Too Many Strikes

There are too many strikes in this country. What we need is more Christianity. It will stop strikes because it would make men treat each other honestly. Since we went off on a tangent of money grabbing during and following the war, we have given sharp trading tactics more thought that we have given fair play in business principles. Now that we are poor, we are mad. We have forgotten how to settle things right.

Peace Is Needed

South American countries are having many little wars—probably half a dozen or more. There are two on the Pacific coast, one on the Caribbean Sea and a few in the interior and on the Atlantic side of that vast country. Regardless of the number, we have to give those peoples credit for knowing better how to run wars than we do. They fight on a cash basis or purely as an act of patriotism. They don't try to tax the country for four generations to keep up their "exes" and pay interest and war debts. They go right ahead and whip or get whipped and take it like men. In the United States and Europe, we borrow everything we can and then remain broke until we want another war to please the wealthy.

While we favor no war of any kind, we do admire savage war tactics more than we admire our fancy modern civilized wars in which men are blown up and blown down, mowed down, gassed and drowned and

result in causing the remainder of the folks to be reduced to economic slavery for a century.

The very things man needs is peace. When covetousness is abolished from the hearts of men, we will have peace. All men ought to preach truth, honesty and peace.

Railroads and the Trucks

Rocky Mount Evening Telegram

A movement is on foot here and in other North Carolina cities where railroads mean much to the welfare of the city to enlist the aid and support of as large number of persons as is possible in the railroad campaign for a more equitable regulation of the highway transportation system. Employees of railroads, whose employment depends almost entirely upon the condition of railroad business, are quickly in sympathy with the program of railroad officials, representing all roads in the State; business men likewise are reported as interested in further regulation of a system of transportation that threatens to affect seriously the whole scheme of rail transportation.

It is needless for this newspaper to go into a detailed study of the part of the railroads, possessing extensive real property subject to high taxation and burdened with franchise taxes that add to the difficulties, have played in the construction of highways in North Carolina. Taxes collected from the roads from the inauguration of the highway building program in 1921 until the present time have and are being devoted to the cause of highway debt service. The counties owe large sums for road bonds and railroad tax is being collected to help discharge the obligation. The railroad is in the position, as a property holder and a taxpayer, to present a petition to the legislature with every right for earnest consideration. The preparation of this petition has been started with railroad employees—holders of real property and solid citizens in every community—forming the nucleus. They will encounter no real opposition in obtaining thousands of signatures of qualified voters.

Just what form the regulation of highway transportation may take is a matter for debate. From the standpoint of salaries and wages, it would be beneficial to North Carolina if commercial transportation on the highways were definitely restricted. No group of employees in North Carolina is quite so well paid as those workers who serve railroads. Comparatively speaking, wages paid in North Carolina industries are pathetic. Wages paid to truck drivers and assistants, we can say with confidence although we have no statistical information upon which to base accurate statements, are not in the class with railroad employees performing similar services. The railroad engineer and the railroad brakeman, corresponding to the truck driver and his assistant, generally become independent, establish their own home and become substantial citizens in their community. Inherently they are no better fitted, perhaps, than the truck driver, but their earning power is greater and the regular wage scale permits them a greater freedom for expansion. The contention of this newspaper is that all workers, if we take with any degree of seriousness the political premise that our standard of living is far superior to that of other people, are entitled to attain economic freedom and protection against old age and sickness through their steady application to a chosen trade. The railroad provides a pension system, maintains hospitals, and permits employees to guarantee their wages in the time of sickness through a system of insurance. This type of employment for the whole of industrial North Carolina becomes an object for attainment. But until we arrive at that point, it is feasible that what has been established should be protected.

Railroad transportation is less expensive than highway transportation. The simple fact that a motor truck will haul twenty or thirty bales of cotton between two points for less than the railroad will haul it does not mean that the cost of transportation is reduced. We complain of taxation, yet millions of dollars are poured annually into the highway system to maintain beautiful roads and these taxes come from all classes of people. The motor transportation industry is not paying taxes in proportion to its highway destruction. The man who drives his pleasure car and pays seven cents per gallon on gasoline for the support of the road system and who pays county tax rates on his home for the discharge of county road bond obligations is sharing with the heavy truck the expense of highway transportation. That is patently unfair, particularly when railroads, operating in competition, are called upon for similar taxes.

One of two things is justified: Either trucks operating in competition with railroads for the gain of truck owners should be taxed in keeping with highway maintenance costs or else they should be limited in size. We prefer the latter course.

On a commercial one and one-half ton truck recently we saw a load of eight tobacco hogsheads weighing approximately four tons. An additional one ton for the weight of the truck increases that load to five tons. Yet, twenty passenger cars passing over a weakened place in the highway, and there are innumerable weak places, would not cause nearly as much damage nor require as much upkeep as the one truck. But the taxes the State collects from the twenty passenger cars through the sale of license plates and gasoline is out of all proportion to the truck drivers.

The highways were built and are maintained for the people of this State, railroad workers, textile workers, business men, pleasure seekers—the taxpayers of North Carolina. All highway users bear part of the burden. This petition, being prepared in North Carolina, deserves the ear of the Legislature. Regulation of commercial users of the highways is essential. It is the hope of this newspaper that the next General Assembly will take cognizance of this petition and this prayer for relief, and that constructive regulation will be the result.

It's Starting



TELLS FEW FACTS ABOUT OUR SUN

Recent Eclipse Focused Attention of Millions on Great Star

By C. B. HASSELL

Since the sun created considerable interest on August 31st, when the moon was passing between it and the earth, a little light on the former might be in order. Many citizens viewed the sun that day through smoked glasses and as the phenomena passed on the smoked glasses were thrown away and perhaps our citizens will pay no more attention to the sun until another eclipse.

But such should not be the case. We should study the sun more, and learn more about this great star that gives us light, etc. The sun is said to be one of the small stars in the milky way, and, according to scientists, there are approximately 30,000,000,000 stars in this home circle. Studies indicate that the diameter of this galaxy is 200,000 light years, a light year being about 6,000,000,000,000 miles.

The sun is the nearest star to the earth, and of the stars the most important. It is a ball of fire, radiating the heat and light which makes life possible. Compared with the other stars, the sun is only of medium size, but in comparison with the earth and other planets, it is enormous.

The diameter of the sun is 864,100 miles. Its average distance from the earth is 92,897,400 miles. Light from the sun reaches us in 499 seconds.

The solar system, which consists of the sun and the heavenly bodies revolving around, such as the earth and other planets, the meteors, and the comets, occupies but an infinitesimal part of the universe. Although light from the sun reaches us in 8 1/3 minutes, it requires 4 3/10 years for the light to reach us from the near-

NOTICE
Having this day qualified as administrator of the estate of James Edwin Harrell, deceased, late of Martin County, North Carolina, this is to notify all persons holding claims against said estate to present them to the undersigned for payment on or before the 22nd day of August, 1932, or this notice will be pleaded in bar of any recovery thereon. All persons indebted to said estate will please make immediate payment.

This the 22nd day of August, 1932.
W. H. HARRELL,
Administrator.

SALE OF VALUABLE FARM PROPERTY

Under and by virtue of the authority conferred upon us in a deed of trust executed by Mrs. Ida Clark, unmarried, on the 3rd day of April, 1925, and recorded in book X-2, page 25, we will on Saturday, the 22nd day of October, 1932, at 12 o'clock noon, at the courthouse door in Martin County, Williamston, N. C., sell at public auction, for cash, to the high-

est bidder, the following land, to wit:

Beginning at a stump on the S. side of the Williamston and Everetts road on the lead ditch bank near the fork of the Williamston and Bear Grass road, formerly J. B. Burroughs, now Willoughby's corner; thence said Bear Grass road S. 73.30 E. 998 ft. to an iron stake, thence S. 35.50 E. 1064 ft. to an iron stake on the S. side of the A. C. L. R. R., thence S. 36.50 E. 1492 ft. to a stake, thence S. 49.50 W. 14.62 ft. to a sycamore, thence S. 49.05 W. 470 ft. to a stake, thence S. 1.30 W. 264 ft. to Bullock's corner, thence S. 82.30 W. 850 ft. to a stake, thence N. 13.25 W. 214 ft. to a stake; thence pointers, thence N. 9.05 W. 2280 ft. a stake on the side of the A. C. L. R. R., thence N. 31.05 W. 1312 ft. to a stake, thence N. 84.30 E. 834 ft. along the Williamston and Everetts road to a lightwood stump, thence N. 21.30 W. 336 ft. to a stake, thence N. 6.30 E. 140 ft. to an iron stake, thence N. 85.45 E. 450 ft. to a stump, thence S. 32.15 E. 450 ft. to a stump, the beginning, containing 204.22 acres, less the A. C. L. R. R. right of way, 5.17 acres. This tract of land is situated in Cross Roads Township, Martin County, and state of N. C., and bounded by the lands of A. P. and J. T. Barnhill, jr., on the S. and the Allen lands on the N., by the lands of John Bailey and the lands of George Taylor as is evidenced by a plat of the said land.

This sale is made by reason of the

failure of Mrs. Ida Clark, unmarried,

to pay off and discharge the indebtedness secured by said deed of trust.

A deposit of 10 per cent will be required from the purchaser at the sale.

Peanut Bags

SECOND HAND, MILL RUN

4c Each

The Columbian Peanut Company

... while

AUTUMN

... nodding o'er the yellow plain,
comes jovial on." — Thomason.

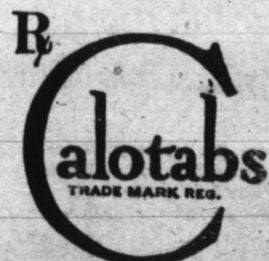
A quotation that prompts us to ask—when the "autumn" of your life rolls along, will it, too, be "jovial"? Will you be happy enjoying the fruits of your labor and thrift in earlier years?

Life Insurance will assure you this happiness and give you protection in your old age. Wise spending, sane saving and a definite program through our insurance company will keep you from the poorhouse and save you many an embarrassment in your declining years.

Come to see us. Competent advice plus personal service are yours here for the asking.

W. G. PEELE

INSURANCE



For lazy liver, stomach and kidneys, biliousness, indigestion, constipation, headaches, colds and fever. 10¢ and 35¢ at dealers.

N. 41.05 W. 298 ft. to a gum, thence N. 78.35 W. 231 ft. to a stake with 1932. This the 16th day of September, 1932.

INTERSTATE TRUSTEE CORPORATION, Substituted Trustee.

s23 41w

NOTICE OF SALE

Under and by virtue of the power of sale contained in that certain deed of trust executed to the undersigned trustee by K. G. Strawbridge and wife Blanche Strawbridge, on the 13th day of June, 1932, and of record in the public registry of Martin County in Book S-1, at page 200, said deed of trust having been given for the purpose of securing a certain note of even date and tenor therewith, and default having been made in the payment of said indebtedness, and the stipulations contained in said deed of trust not having been complied with, the undersigned trustee will, on Wednesday, the 28th day of September, 1932, at 12 o'clock m., in front of the courthouse door in the town of Williamston, North Carolina, offer for sale for cash the following described real estate, to wit:

A house and lot in the town of Williamston, N. C., on the old Williamston-Hamilton road, and being on the north side of said road, and beginning at a stake on the Hamilton road, D. D. Stalls' corner; running thence along the Hamilton road towards Williamston 50 feet to a new street; thence along the new street a line at right angles with the Hamilton road 150 feet; thence a line parallel with the Hamilton road 50 feet to a stake, D. D. Stalls' line; thence along D. D. Stalls' line to a stake on the Hamilton-Williamston road, the point of beginning, and being the same tract of land conveyed to O. R. Roberson and wife, Mary M. Roberson by the Carolina Farm Land Company, said deed being dated the 3rd day of January, 1920, and of record in the public registry of Martin County in book D-2, at page 84.

Dated this the 29th day of August, 1932.

WHEELER MARTIN, Trustee.

s6 41w

DR. V. H. MEWBORN

OPTOMETRIST

Eyes Examined — Glasses Fitted

Robersonville at Fulmer's Drug Store,

Tuesday after First and Third Sundays Each Month.

Williamston at Davis Pharmacy, on

Wednesday after First and Third Sundays Each Month.

Plymouth at O'Henry Drug Store,

Thursday after First and Third Sundays Each Month.

At Tarboro, N. C. Every Friday and Saturday