

# THE ENTERPRISE

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Tuesday, October 25, 1938.

### Don't Overlook the Fact

There is little excuse for maintaining a departmental budget in county or state when funds are drawn from one department to bolster the revenue in another. Probably the best way to settle the question is to lower the rate in the department where a surplus results and boost the rate in the department where the rate is too small to raise sufficient revenue for maintaining that department.

The old war over diverting money from the North Carolina State Highway and Public Works fund to the State's general fund is apparently longer lasting than the civil war in Spain or the mass rape of China by Japan. Those who are holding the highway fund as an ace in the hole and those who would continue heavy gas tolls and hold the huge amount intact, hardly ever consider all the facts.

The anti-diversionists overlook the fact that right here in Martin County, property owners are paying interest and principal installments on bonds floated for the construction of highways. If it isn't right to divert some of the gas tax money to the general fund, then there is little justification in saddling general property with the bill for the construction of highways valued at approximately one-half million dollars. The facts underlying the situation have been overlooked or pushed into the background by both the diversionists and the anti-diversionists, the two groups struggling at each others' throats for the money and at the same time paying little attention to the appeals of those people who are really entitled to some consideration.

When road bonds were floated in this county fifteen or eighteen years ago, it was the understanding of property owners who voted for them were to share in the tax fund. The State later took over the secondary roads, and at the same time gobbled up the source of revenue, leaving Martin County property owners and those in a number of other counties with the bag to hold.

When the anti-diversionists shout against spending highway money for things other than highways, let them also shout against the practice of spending money raised by general taxation for highways. And it is time for the diversionists to wake up and realize they cannot get it all.

### Kid-Glove Religion

There is such a thing as too much deliberation in religion. The game gets away from us while we are loading the gun. The church has of late, felt the tendency to settle on its lees and build granite churches, whittle its old-time hallelujahs down to a quartette, and hand the people up to heaven with delicate kid-gloves, which, at the least strain, split in the back. I would not give one of the backwoods meetings, where I used, in boyhood, occasionally to go and stand at the door, afraid to go in—for they had fifty persons converted there in one night—for a hundred precise churches where they preserve their religion from spoiling by keeping it on ice.

We now want a flashing up of the old-time Christian heroics. So afraid is the church of a sensation that it goes into stagnation. It costs from one hundred and fifty thousand to two hundred and fifty thousand dollars to build a church in which to get a few hundred people to heaven, when those two hundred and fifty thousand dollars, rightly applied, would build gospel advantages for ten times the number.

In addition to church history and the dead language we want a new professorate in our theological seminaries, one that will teach our candidates for the ministry how to shoot on the wing. Saddlebags preached the Gospel very well in olden times, but saddlebags must be exchanged for railroads and telegraph wires and big tents. Instead of taking a whole day to whip up one fish from the water, we must swing out the great net and sweep into the kingdom a whole school of them. He who is afraid of revivals had better die now, before nations are born in a day. — T. DeWitt Talmage.

### It Takes a Lot of Cotton Any Way You Figure It

"It takes a lot of cotton to make a car," writes an industrial leader, who might be advised here and now that it takes a lot more cotton to buy a car.

What a world! By the time you're important enough to take two hours for lunch, the doctor limits you to glass of milk. — Publishers Syndicate.

## 1939 Chevrolet Has Many Mechanical Improvements

The 1939 Chevrolet combines numerous mechanical improvements with the better of the 1938 models to give car owners the best possible.

The vacuum shift, optional on all models at light extra cost, is presented as a distinct contribution to the cause of safe driving, since it greatly extends the driver's control over his car. Its control handle is mounted on the steering column mast jacket just below the steering wheel. Two features of the new system combine to make "fingertip" control an actuality. In the first place, the control lever is mounted so close to the wheel as to be within finger-reach. In the second place, 80 per cent of the operating effort is provided by the vacuum mechanism, so that it becomes an easy matter to shift with the fingertips alone.

Sharing the spotlight with the new vacuum gearshift is the new scientifically-balanced ride, which reaches its highest development in the Master DeLuxe knee-action series. The new Chevrolet ride is "flatter" on any road and at any speed, engineers assert. Spring action, on both series, is controlled to a greater degree, the front and rear springs, shock-absorbers, and ride stabilizer being scientifically combined to function in proper relation with each other, producing exceptional riding qualities.

For several years, Chevrolet engineers have been at work adapting the "wishbone" type of knee-action to their needs, for the sake of several advantages which would result from its adoption. It was necessary to perfect a mechanism which could be manufactured and assembled as a unit for shipment throughout the world. The result of their work, they state, is not only a vast improvement in riding qualities, but a simpler and stronger structure of unit construction, measuring up fully to requirements. The improved roadability and body stability resulting from its use impart a feeling of greater security, especially when driving around corners or on high-crowned roads. Swaying and lunging are noticeably absent, and road tests show lessened front tire wear, as might be expected from the fact that tire squeal, even on sharp turns is minimized.

The new front suspension system includes the frame front cross-member, to which are attached the knee-action units on either side, the steering knuckle and spindle, the wheel bearings, hub and brake, in conjunction with the steering linkage made up of the rods and pitman arm. It weighs 43 pounds less than the unit it supplants.

The new double-acting hydraulic shock absorbers are of the end-to-end discharge type, their compression and rebound cylinders being parallel, one above the other. Their positive action and high, full-stroke efficiency make them a major factor in the new Chevrolet's smooth ride. Another factor is the ride stabilizer; a rubber-insulated round steel bar which functions like a torsion bar. If one side of the car tends to rise farther than the other, as when rounding a sharp turn, for instance, the tendency is neutralized by the bar's twisting resistance, minimizing the roll.

Rear springs are re-designed to alter their geometry for perfect coordination with the front suspension. Leaves of the rear springs are tapered at their ends for a smoother riding action, the deflection rate being lowered from 129 pounds per inch to 120, except on the coupe, where it remains 105 pounds per inch. The front end of the spring is lower, and the rear end higher, and there is a new hanger design for mounting springs to frame.

Chevrolet's perfected hydraulic brakes, box-girder frame, semi-floating hypoid rear axle, synchromesh transmission, and other established engineering fundamentals are continued without major change.

**ADMINISTRATOR'S NOTICE**  
Having qualified as administrator (c. l. a.) of the estate of Samuel Stewart Bailey, deceased, late of Martin County, North Carolina, this is to notify all persons having claims against the estate of said deceased to exhibit them to the undersigned at Everetts, N. C., on or before the 21st day of September, 1939, or this notice will be pleaded in bar of their recovery. All persons indebted to said estate will please make immediate settlement.

This 20th day of September, 1938.  
JOS. W. BAILEY,  
Administrator, Estate of Samuel Stewart Bailey

**SALE OF VALUABLE REAL ESTATE**  
Under and pursuant to the power of sale contained in that certain deed of trust dated April 7, 1936, executed by Leslie Fowden and wife, Susie P. Fowden by H. D. Bateman, trustee, and duly recorded in Book M-3, page 538, Martin County Registry; because of default in the payment of the note therein secured and at the request of the holder thereof, the said trustee will on Saturday, November 19, 1938, between the hours of 12 Noon and 1 o'clock P. M. in front of the Court-House door in the town of Williamston, N. C., offer for sale to the high-

est bidder for cash, all that certain lot or parcel of land situated in the town of Williamston, County of Martin, State of North Carolina and more particularly designated and described as follows:

Beginning at Albert T. Perry's corner on Church Street in the Town of Williamston, N. C.; thence North 27 degrees 45 minutes West 120 feet to the line of Miss Anna Crawford; thence along the line of Miss Anna Crawford South 62 degrees 00 minutes West 110 feet to Smithwick Street; thence along Smithwick Street South 27 degrees 45 minutes East 120 feet to the corner of Smithwick Street and Church Street; thence along Church Street North 63 degrees 00 minutes East 110 feet to Albert T. Perry's corner, the point of beginning, containing one-third (1-3) acre more or less.

And being the same property conveyed to Susie P. Fowden by Deed from Anna M. Crawford bearing date February 14, 1928, recorded in the Public Registry of Martin County in Book V-2, page 576, and the same property as shown by plat made by D. G. Modlin, C. E., October 22, 1935—together with all heating, plumbing and lighting fixtures and equipment now or hereafter attached to or used in connection with the said real estate.

This October 17, 1938.  
H. D. BATEMAN,  
Trustee.

Connor & Connor, Attys.  
Wilson, N. C. o18-4t

### TRUSTEE'S SALE OF REAL ESTATE

Pursuant to the power and authority contained in a certain deed of trust dated the 24th day of December, 1934, executed by William Ruffin and wife, Bessie Ruffin, to T. C. Abernethy, Trustee, which deed of trust is duly registered in the office of the Register of Deeds of Martin County, North Carolina, in Book N-3, page 487, securing a certain note payable to Home Owners' Loan Corporation, default having been made for a period of more than ninety (90) days in the payment of said note as provided therein and in the performance of certain covenants set out in said deed of trust, and demand of foreclosure having been made by the holder of

said indebtedness, the undersigned Trustee will offer for sale at public auction to the highest bidder for cash at the Court House door in Martin County, Williamston, North Carolina at 12 o'clock noon on the 19th day of November, 1938, the following described real estate, to wit: All that certain lot, tract or parcel of land situate, lying and being in the Town of Williamston, Williams-Township, County of Martin, State of North Carolina, and more particularly described as follows: Adjoining the lands of Hettie Tompshon, Ida Everette and Reddick St. in the Town of Williamston, N. C., and Beginning at a stake on Reddick St. on the line between William Ruffin and Hettie Tompshon; thence along the line of Hettie Tompshon S. 61 deg. 15' W. 108 ft. to a stake; thence along the line of Hettie Tompshon N. 30 deg. 15' W. 50 ft. to the line of Ida Everette; thence along the line of Ida Everette N. 61 deg. 15' E. 108 ft. to a stake on Reddick St.; thence along Reddick St. S. 30 deg. 15' E. 50 ft. to

the Beginning, and being the same premises conveyed to R. J. Peel by Elbert S. Peel, Trustee by Trustee's deed bearing date Aug. 25, 1932, and recorded in the Public Registry of Martin County in Book L-3, page 94, and being the same premises described on a map or plat thereof made by D. G. Modlin, surveyor, Dec. 1, 1934, and which is now on file with the Home Owners' Loan Corporation. Being the same premises described in a deed from Elbert S. Peel, Trustee, to William Ruffin and wife, Bessie Ruffin, bearing date Jan. 24, 1928, filed for record and recorded Jan. 24, 1928, in the Martin County Public Registry in Book Z-2, page 309.

This property will be sold subject to 1938 taxes.

The purchaser at this sale will be required to make a cash deposit of 10 per cent of the purchase price to show good faith.

This, the 18th day of October, 1938.

T. C. ABERNETHY,  
Trustee.

Gilliam & Spruill, Attys. o25-4t

**SMOKERS FIND CAMEL'S COSTLIER TOBACCOS ARE SOOTHING TO THE NERVES!**

# YOU BUY

## FIRE-CHIEF

**FIRE-CHIEF GASOLINE.** Our strongest argument is this simple statement: *Fire-Chief at its price is unexcelled—anywhere.* And when you read about the free services that go with it, you'll find that driving into our stations is just good motoring sense, because...

## WE GIVE...

**CIRCLE SERVICE.** Our modern way of servicing your car—more thorough—more complete. One "circling" gives you a clean windshield, rear window, clean lights for safer driving, as well as gas, oil and water and proper inflation of tires.

## WE GIVE...

**REGISTERED REST ROOMS.** It is our privilege to offer you hospitality on the road. Our Registered Rest Room signs are our assurance to you of neat, clean rest rooms, completely equipped, carefully maintained. We pledge them epic-and-span.

## WE GIVE...

**COURTESY...** from the Gentleman who serves you. Your wish is to enjoy the use of your car. Our wish is that you will find more of that enjoyment by dealing with us. We make every effort to serve you so that you will always prefer to stop at our stations.

YOU BUY ONE—you get ALL FOUR at

# TEXACO DEALERS

## HARRISON OIL COMPANY

"Geo. and Gus Know Oil" WILLIAMSTON, N. C.

# Feet Hurt

## FREE DEMONSTRATION

of Dr. Scholl's Foot Comfort Remedies, Arch Supports, Appliances and Scientific Shoes

### Friday, October 28th

By Experts Direct From  
**Dr. Scholl's**  
Headquarters in Chicago

If you are a foot sufferer, you cannot afford to miss this free demonstration. It may show you the way to foot happiness such as you have not enjoyed for years. No matter what your foot troubles are, it will pay you to come in and learn from experts, direct from Dr. Scholl's Headquarters in Chicago, how millions of foot sufferers throughout the world have found relief from corns, bunions, callouses, Athlete's Foot, sweaty, odoriferous or tired, aching feet, weak arches and other foot troubles, many of which cause acute discomfort in parts of the body far remote from the feet, in the form of headaches, backaches, arthritic or rheumatic-like pains in the legs, back, etc.

In over 30 years of intensive research, laboratory and clinical experiment, Dr. Scholl, internationally famed Foot Authority, has perfected a Foot Comfort Remedy, Arch Support or Appliance for every common foot trouble. Come in during this demonstration, and bring your friends. See how quickly, easily and inexpensively you may change foot pain to foot pleasure.

### HARD-TO-FIT FEET

Can be Comfortably Fitted With  
**Dr. Scholl's SCIENTIFIC SHOES**

If you have difficulty getting shoes that fit comfortably, perfectly, by all means let Dr. Scholl's specially trained experts demonstrate the faultless fit you can obtain with Dr. Scholl's Scientific Shoes. Regardless of the type of foot you have, short and fat, long and slender, abnormally high arch, weak arch, bunion foot, etc., Dr. Scholl, after years of experience in foot hygiene, has perfected lasts in every conceivable combination of fittings on the patented Straight Line Principle that insures a correct fit and a normal balance to the body. Every line and curve is fitted.

Every modern device, including the latest type X-ray Machine, Dr. Scholl's Pedograph and Automatic Shoe Sizer, will be at your service during this demonstration to insure a perfect fit. You will walk out of our store—relieved of foot consciousness.

**EXTREME SIZES AND WIDTHS**  
Women's, 2 1/4 to 13, AAAA to EEE;  
Men's, 6 to 14, AAA to EE

**MARGOLIS BROTHERS**  
WILLIAMSTON, N. C.