

The Rocky Mount Herald

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Edgecombe Man Fatally Injured

A. B. Parker Loses Life When Automobile Fails To Take Curve

Weldon, Dec. 21.—A. B. Parker, 38, of Edgecombe County, was injured fatally on the highway between Weldon and Enfield last night when he lost control of his car on a curve.

Willie Rowe of Whitakers, who was with Parker was not injured seriously.

Parker is believed to have been traveling at high speed. The car knocked down five posts and the attached fencing alongside the road, turned over several times and was demolished practically.

Two Wilson men, Luke Lamb and Crowell Williams, who were passing, started to a Rocky Mount hospital with the men but Parker died on the way. It was reported that Parker and Rowe were returning from a hunting trip along Roanoke River.

Funeral services were conducted from his home in Edgecombe County today for Mr. Parker.

Elder A. B. Denson of the Primitive Baptist Church, was in charge of final services and interment followed in Whitakers.

Mr. Parker is survived by his widow and two children, Ramon and A. C. Parker, Jr.; two brothers, J. T. Parker, Pinetops chief of police, and Willie Parker of Whitakers, and two sisters, Mrs. J. H. Morris of Edgecombe County, and Mrs. Joel Price of Whitakers.

HIGH SCHOOL STUDENTS COMPETE

Greensboro, Dec. 14. — High school students of the state will be given an opportunity again next spring to compete in an essay contest in which \$175,000 in cash prizes will be awarded, according to an announcement made here today by David J. White, Chairman of the Keesler Memorial Committee.

"A similar contest was conducted in March of this year in which more than 6 thousand students participated," says Mr. White. "The purpose of the contest is to interest the young people in thrift and home ownership. Students entering the contest may write upon any subjects pertaining to thrift or home ownership. Then contestants, one to represent each of the ten districts of the North Carolina Building and Loan League, will be chosen to participate in a state contest by holding eliminations first in the schools during March of the coming year, then by counties and finally by districts. The winner in each district will compete for the grand prizes at the State League Convention to be held in Winston in May or June. The exact date has not yet been designated.

"The Keesler Memorial fund, under whose auspices this essay contest is conducted, was created several years ago by the family and friend of the late E. L. Keesler of Charlotte, pioneer in building and loan work in the South. Mr. Keesler was for many years Secretary of the Mutual Building and Loan Association of Charlotte, the first association to be organized in this state and at present the largest between Washington and New Orleans. For many years Mr. Keesler gave unsparingly of his time in developing the building and loan business in North Carolina. Largely through his influence every city, town and hamlet in the state is served by a local association. Mr. Keesler was a vigorous advocate of thrift and home ownership among the masses of the people. The income from the Memorial which has been founded in his memory is to be used to further develop these traits among the people of the state which he loved. This fund is being used in the schools because it is believed the habits of thrift and a desire for home ownership should be instilled in the minds of our young people early in life."

Readers, when you purchase goods advertised in these columns tell the merchants you saw it in THE HERALD.

EATON REID BURIED HERE

Well Known Nash Farmer Died Monday Night—Passing Unexpected

Final rites were conducted this morning for Eaton W. Reid, 71-year old Nash County farmer who died suddenly at his home ten miles west of Whitakers Monday night, and interment followed in Pineview cemetery.

Mr. Reid had been in poor health for some months but his condition had not been regarded as "critical."

Services were held from the Reid home and Rev. W. O. Rosser, of Smithfield, former pastor and life long friend of the deceased, officiated, assisted by Rev. Tom E. Walters, North Rocky Mount Baptist Church pastor.

Mr. Reid, one of the most prosperous and widely known farmers of the county, was more generally known as "Bud" Reid. For nearly twenty years he had been a constant member of the Hickory Baptist church. Following his departure from his Warren County home, he had lived in Battleboro and had served as postmaster there for a brief time.

Then he moved to the Hickory community.

Survivors include his widow, two sons, Lowell Reid, Nash County, and Alton Reid, of the State College faculty in Raleigh; one sister, Mrs. D. A. Kelly, of Oklahoma City; and three brothers, J. P. Reid, Littleton, J. H. Reid, Millerton, Okla., and M. M. Reid, of Paris, Texas.

Acting as pallbearers were R. W. Stallings, Whitakers; J. M. Cutchin, Whitakers; C. L. Johnson, Nashville; J. T. Fisher, Battleboro; Nero Bass, Red Oak; and D. B. Greene, near Whitakers.

Zebulon Road To Be Widened

Two Foot Addition To Road Let Tuesday

The sixteen foot stretch of road between Wendell and Zebulon, long one of the pet antipathies of motorists hereabouts, is to be widened to eighteen feet at an early date. The highway commission let this job Tuesday of this week, and it is understood that work will commence on it at a very early date.

Plans have been made to widen the entire stretch of road between Wendell and Rocky Mount, but it is understood that lettings will be by sections: Wendell to Zebulon, Zebulon to Spring Hope, and Spring Hope to Rocky Mount.

RECOMMENDS NRA

Extension of NRA is recommended by a committee of industrialists, headed by George A. Sloan, president of the Cotton Textile Institute. The committee realized that there were faults, but that there were compensating values in the extension of codes, and recommended maximum hour and wage provisions, bans on child labor and certain labor provisions regarded by most manufacturers as "socially industrially desirable" be continued.

SAITO'S DENIAL

Denying a statement quoting him as saying that Japan would, if necessary, "gobble up Northern China" and "fight both Britain and the United States" for her policies in the Far East Ambassador Saito admitted that Japan would go ahead regardless of others and, "naturally" would take up arms against armed intervention.

AIR PLANS CUT

Faced by higher prices, the Army General Staff has decided to increase the Army's air fleet by only 300 planes during 1935 instead of the 500 originally intended. Recently, however, the Army purchased fifty new type two-seater pursuit planes, capable of flying 252 miles an hour, which is about 100 miles an hour faster than most of its present equipment.

Show Need For Port Terminal

Raleigh. — Another discrimination against North Carolina merchants and shippers who have been getting commodities by water to Norfolk and from there to North Carolina points by truck or inland water way, has just been called to the attention of state officials here, as a result of the action of principal terminal companies in Norfolk and Portsmouth in greatly increasing their wharfage rates. This increase in wharfage rates on goods to be delivered to either trucks or to bay, river or inland waterway carriers is also being pointed to as merely another reason why there should be a public port in North Carolina, such as the one now being built at Morehead City.

According to a notice sent out by six of the leading terminal companies in Norfolk and Portsmouth, the wharfage rates on all goods delivered to trucks, drays or highway vehicles has been increased to 5 cents per 100 pounds, with only five days free time, exclusive of Sundays and holidays, with a storage at 1 cent per 100 pounds for every day exceeding five days up to 30 days.

The wharfage charge on goods to be delivered to river, bay or inland waterway craft is fixed at 3 1-2 cents per 100 pounds, with five days free time, with storage charges of 1 cent per 100 pounds after five days up to 30 days.

No increase was made in the wharfage charge on goods to be delivered to railroads, and this charge was not given. But according to figures obtained from the office of the Division Freight Agent of the Norfolk and Southern Railroad here, the wharfage charge on freight received at Norfolk and Portsmouth and consigned to railroads, varies from 3-5 of a cent per 100 pounds on specified commodities to 1-2 a cent per 100 pounds on unspecified commodities. So the new wharfage rates charged on goods to be delivered to trucks are ten times the rates charged on goods to be delivered to railroads.

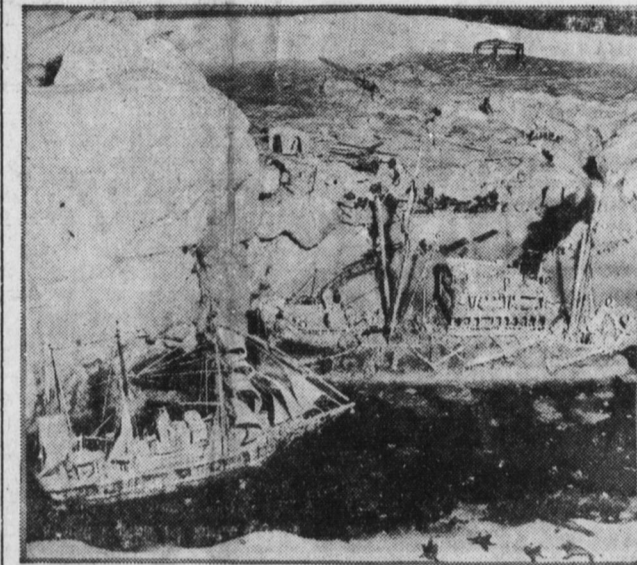
It has been a well known fact for years that North Carolina has been hog-tied by the railroads on rail rates from Norfolk and Portsmouth. And now the terminal with the approval of the U. S. Department of Commerce have taken another shot at the truck operators and inland waterway boats, at the expense of the shippers, by putting these excessive wharfage rates into effect. In fact, many here believe that the railroads are ones back of the more to put these excessive wharfage rates into effect, in order to compel shippers to use the railroads instead of trucks or inland waterway boats. For the new wharfage charges are from five to ten times as great as those charged shippers who use the railroads.

When told of this heavy increase in wharfage rates today, Governor J. C. B. Ehringhaus said: "This is just another example of how North Carolina shippers are at the mercy of the railroads and terminal companies and will be until North Carolina gets a public port of its own. It is just another argument for the new port terminal at Morehead City."

The truck operators interpret this drastic increase in wharfage charges as nothing more than an attempt on the part of the terminals and the railroads to put them out of business, by increasing the wharfage charges to such a point that shippers cannot afford to ship by truck.

Until a few years ago, the wharfage rate on news print paper, used by newspapers in the state, was only 1-2 a cent per 100 pounds. Then three years ago it was increased to a 3 cents per 100 pounds, when delivered to motor trucks and now has been increased to 5 cents per 100 pounds. This means that newspaper publishers who formerly paid only from \$5 to \$10 per carload on newsprint paper shipped by water to Norfolk and by truck from Norfolk to North Carolina points, must now pay wharfage charges of from \$25 to \$50 a carload.

"Little America" in Miniature



G. V. Ancker of Los Angeles has constructed this clever miniature of the Byrd Antarctic expedition and Little America. The ships Jacob Ruppert and Bear of Oakland at anchor in the Bay of Whales, an autogyro, tractor, dog sleds, whales, seals, penguins and men all are there, and are given motion by electricity.

Smaller Counties More Conservative In Finance

We notice that the Governor has recently been agitating the consolidation of the Counties as an economy measure. It has been suggested by some of the articles appearing in the News papers that the place to begin this is in Camden County and so far as we know this is the only County that could be consolidated with another County without inconveniencing the people as their Court House is only 3 miles from Elizabeth City but even this we could not recommend as an economy measure because it is greatly known by all that are the least versed in the State and County finances, that the finances of the small Counties are in much better shape than those of the larger Counties. The great mistakes in Governmental expenditures have been much greater in the big Counties than in the smaller Counties, as the smaller Counties have been generally conservative with the exception of four or five Counties. The Counties are generally created for the convenience of their people. As has been suggested by "Clark's Comments" in the Greensboro News, the Governor in his recent visit to Washington must have come under the influence of the Brookings Institution which has offices almost fronting the President's grounds in Washington and which played a big role during Mr. Hoover's reign. Since Mr. Roosevelt has come into power we haven't heard much from the Brookings Institution. It is generally known that the consolidation of the Counties will not make fewer offices but more offices. Our impression is that the recent consolidation of the Relief Department has not done away with a single office holder.

THE PAYMENT OF SOLDIER'S BONUS

It appears now that there will be some kind of Legislation introduced in the next Congress to pay or partially pay the Soldier's Bonus, which is represented by adjusted compensation certificates. We have never seen any good reason why these certificates should not be paid as the Government has already recognized them as its obligation. They have been put in the form of adjusted compensation certificates and negotiable just like Government bonds. The payment of these certificates creates no new obligation of the Government, and it would put money into circulation which is so much needed throughout the entire Country. We are not criticizing the stand of the President as the President is trying to bring recovery and health to everybody, but we cannot see why any Senator or Representative would oppose the payment of the Bonus.

HIGHWAY PROTECTIVE LEAGUE

According to figures released by the Revenue Department more than half of the taxes paid in the entire State are paid on license taxes on automobiles, sales taxes on same and gasoline. There are many, many thousands of people in the State who own nothing but an automobile and yet the Highway Protective League, which seems to be George Ross Pou, its executive Secretary, contends that all of this money should be put right back on the ground in laying out new roads and the repairing of old roads. It even asks that an amendment should be put in the Constitution prohibiting the revenue derived from automobiles and gasoline to be used for any other purpose than to be put back on the ground in roads. They do not care anything about the education of our children or the support of the State's Institutions, if the statement issued by Mr. George Ross Pou, its executive Secretary, is true.

GERMANY HAS ARMED FORCE

Paris.—According to reports, Germany will have in 1933 a military force of 5,500,000 men available for action on a few days' notice.

HOARDING DECREASES

Currency circulation at the beginning of December was \$5,548,797,000, but below that of the previous year Confidence in banking institutions, it is said, has caused a decline in money in circulation and indicates lessened hoarding of currency.

PROPAGANDA

The Federal Trade Commission continues to disclose activities of utility plants in conducting propaganda against public and municipal ownership and operation. It has conducted a six-year investigation of gas and electric groups.

NAVAL FLIERS

Advocating a naval air service of 1,910 airplanes by 1940, Rear Admiral Ernest J. King, of the Bureau of Aeronautics, urged a five year building program. Funds for the first year are available and, upon completion, the Navy will have 1,193 airplanes.

PARAGRAPHS ON NATIONAL PROBLEMS AT WASHINGTON

Mrs. Blount Is Taken At Home

Local Woman, Wife of J. D. Blount Succumbs—Funeral Thursday

Mrs. Maude Howerton Blount, practically an invalid for five or six years at her Hill Street home here, succumbed at her home late Tuesday night of heart trouble. Friends of the family said today they noticed that she apparently had taken a turn for the worse about a week ago.

Mrs. Blount, a 48-year-old native of Halifax, had lived in Rocky Mount for a considerable time, and was known for her fortitude in carrying on despite her infirmities. Until she was bedridden some years ago Mrs. Blount had been prominent in the Methodist church activities in this city.

Survivors include her husband, J. D. Blount, local wholesale merchant, one daughter, Mrs. Dorothy B. Hayes, city, three stepsons, Lyman, Herman F. and Wilmer Blount, also of Rocky Mount, and three sisters, Mrs. Job Taylor, Roanoke Rapids, Mrs. D. M. Faison, Brooklyn, N. Y., and Miss Essie Howerton, city.

The funeral will be conducted at No. 632 Hill Street, the home, Thursday morning at 11 o'clock, with Rev. George W. Perry in charge of the services. Burial follows in Pineview.

Active pallbearers will be J. A. Rosebloom, Dr. S. Walter Staley, Dr. C. T. Smith, Tom A. Avera, L. M. Morris, C. W. Coghill, Ed Jones and Julius Thigpen, all of this city.

The deceased was well known for her high Christian character and bravery in times of suffering. She belonged to the First Methodist church here.

PRESIDENT STRESSES NEED FOR MORE FARM MARKETS

"You and I know," said President Roosevelt in a message to the sixteenth annual convention of the American Farm Bureau Federation at Nashville, "that the year now ending has been one of significant accomplishment for agriculture. Despite the worst drought of record, farm income is running about a billion dollars above last year.

"All of us would like to see an even larger increase in 1935 but we know that this cannot come unless, in the first place, industrial production increases sufficiently to expand the market for farm products; unless, in the second place, some of our export trade is paid for by increased imports; and unless, in the third place, agriculture continues to adjust the total production to the market that actually exists.

"To fulfill these three requirements, I ask a continuation of the splendid support you have so unselfishly given in the past. I wish very much that it were possible for me to be with you today."

WINKED?

A document from the files of a prominent arms company, written by a sales manager in 1928, and produced before the munitions investigating committee, declared that the State Department was "willing to shut their eyes to small graft" in Latin America.

BYRNS IN LEAD

Support of Representative Byrns, of Tennessee, by the twenty-three members of the House of Representatives from Pennsylvania, was generally taken last week to indicate his election as Speaker.

CHEAP INTEREST

Treasury financing has been especially successful recently. Last week a \$75,000,000 offering of 182-day bills was oversubscribed more than four times at a rate equivalent to 0.21 per cent interest per annum.

Richer...

BILLION FOR PUBLIC WORKS TO ATTACK DEPRESSIONS ENDING WAR PROFITS TO DRAFT ALL RESOURCES UTILITIES MAKE NO PEACE PRESIDENT DIVIDES POWER MEN

WAIVING NEUTRAL RIGHTS MAY KEEP U. S. OUT OF WAR

Creation of a ten-billion dollar fund, to be spent on public works, is suggested by the National Resources Board as a measure to prevent future depression by creating employment when private construction declines. The plan provides a six-year program, to be revised annually, and to be executed to counteract depression trends, or as part of a continued scientific development of our natural resources.

This peace-time "general staff" would lay down a program for the wise use of the nation's soil, water and mineral resources, including the systematic elimination of unproductive lands from agricultural use, orderly development of power, water supply and transportation uses of rivers, reduction of losses by floods and erosions, prevention of wasteful mineral production and increase the acreage of lands available for popular recreation. These ends must be stated briefly because our limited space does not permit extended explanation.

Pointing out that public works expenditures by Federal, State and local governments during the decade between 1921-1930 was around \$34,000,000 the board estimated that a similar amount, at least, would be spent during the next decade, but, without suggesting any rate of annual expenditure, said that extension of public works into new lines, and expansion of all undertakings to the reasonable possibility of needful public service, would entail an expenditure of around \$105,000,000,000 in the next twenty or thirty years.

Whether five billion dollars a year is too much for the nation to spend for roads, parks, sewers, public libraries, good housing and other facilities is a question that must be answered, says the board in the light of future developments touching the national income, unemployment and popular demands for pleasure and protection.

Remarking that "the time has come to take the profit out of war" President Roosevelt announced his intention of seeking suitable legislation and set up a committee, headed by Bernard M. Baruch, who served on the War Industries Board, created by President Wilson in 1918. Assisting will be Gen. Hugh S. Johnson. The profits are to be removed, it is planned, by completely mobilizing the nation, drafting money, industry and munitions, as well as men.

It has been well known for years that both the Army and Navy have such a plan for application to any future war. The idea is to control the essential resources of the nation by a War Board with great regulatory power to prevent the misuse of anything needed for the conflict. In addition, through fixed prices, allocation of material and labor transportation, fuel and general laws to prevent profiteering it is planned to prevent the wild, upward surge of prices even in anticipation of war.

The President's purpose was announced in the wake of revelations before the Senate Munitions Investigating committee but it follows considerable thought along the same line. President Wilson, Harding and Coolidge endorsed the Baruch plan and President Hoover's War Policies Commission drafted a complete set of legislation to effect its purpose. Once on the statute books the law for complete national mobilization will, in the opinion of military men, make this country