

# THE HERALD

Of The Twin Cities  
ROANOKE RAPIDS—ROSEMARY



CARROLL WILSON, Publisher and Editor

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PRINTERS, LITHOGRAPHERS, ENGRAVERS

## EXPENSIVE SNOOPING

Alive to the ever increasing centralization of governmental power in Washington, Congressman Louis Ludlow of Indiana has introduced a bill calling for a commission to study and report on this usurpation of the rights of the states.

It is his view that this centralization of power in department bureaus and independent establishments at the national capital is contrary to the spirit of the founders of the Republic, and tends to place too much authority in the hands of Federal officials.

This has resulted in the harassment of the public by an army of expensive bureaucrats, such as the Federal Trade Commission, who try to prescribe rules and regulations for every conceivable phase of business and individual conduct.

Citizens are inspected and bedeviled generally, whether they have violated any law or not, upon the mere suspicion of some office-holding parasite that possibly something is wrong with them. The net result is more bills for the taxpayers, in addition to the annoyance caused by the pernicious activities of a horde of spies and snoopers. At the same time, really serious crimes against society go largely unpunished.

The situation is becoming well nigh intolerable, and if Mr. Ludlow can do anything to curb these evils he will deserve the gratitude of a long suffering public. However, as all these bureaucratic activities are the direct result of legislation by Congress, it may be too much to hope that anything will be done to check them.

It appears to be the business of Congress to continually create new government jobs—never do away with one.

## HOLIDAY ACCIDENTS

One child was killed and several persons injured in various ways during the Fourth of July holidays here. Almost 400 persons died from accidents in the Nation in the three days.

Automobiles lead the list as the reason for the unnatural deaths. It is a fact that the number of deaths on holidays such as the Fourth is steadily increasing each year.

When the holiday arrives, millions of people go places to see things. Most of them now travel by motor. A few years ago, buggy and hay rides of a few miles would suffice. Today no one thinks seriously of a trip of from one to three hundred miles in a day.

There is no reason to blame the serious situation upon the automobile. It is futile to rave at a self evident fact. They are here to stay and in increasing numbers.

The only partial solution is in the matter of traffic regulation. The time is not far distant when all main highways must be made two way with one way travel in each direction. A great majority of auto accidents come from cars trying to pass each other on crowded or narrow roads.

Less traveled highways must be made wider. In their desire to build many miles of highway, States have skimped on the width of roads, a fatal mistake. There is no such thing as the prohibition of traffic accidents but the number can be appreciably curtailed by the building of highways suitable for present and future use.

## HIGHWAY DEPARTMENT ECONOMY

One year before the Weldon bridge will be opened for traffic, the markers on the road from Pleasant Hill to Weldon via Garysburg are changed to Route 40 and 17-1, this latter the Federal marking.

We presume the reason which will be given for changing the highway numbers at this time

is because it will not be many months until our bridge will be closed temporarily during the erection of the new bridge.

It still remains a secret why we lost Route 40 and the Federal highway. Representatives from the Highway Department either profess ignorance or "pass the buck." Of course, eventually the facts will come forth.

We know this, however. It was done without the knowledge or consent of the thousands of people who live on the old Route 40. The State Highway Department will stand indicted until it offers a satisfactory explanation to our citizens.

Not only have we been refused a new bridge at a new site to eliminate the small bridges and fills, not only have we lost Route 40 and 17-1, but the State will give us no relief on the highway stretch of macadam which bears more traffic than any other road of similar length in the entire State.

We did force them to give us a new \$70,000 bridge, but only after the poor excuse we had caved in and direct responsibility finally perched upon State shoulders.

Had the State paved the road from Pleasant Hill to Roanoke Junction, built a new bridge across the river here, we would have still had Route 40 and the Federal Highway. Weldon would have had the same, and the cost to the State would have been far less than it will be when the two bridges and the Garysburg road are completed.

Yet they preach economy.

It was rumored around that the dam would be started on a certain date. The authority was not, however, official and those in close touch with Stone and Webster have heard nothing about work beginning on any certain date. When that time comes, we will probably know nothing about it until the day itself. It does not pay to build false hopes but we are consoled with the fact that all the Power Company officials are certain that it is just a matter of time.

It has also been rumored that the reason for the delay in building the dam was due to technicalities raised by certain State departments. We do know the fact in the case, but it would be rather ironic if they were true and the State was responsible for delay when times are so difficult and business generally so poor. If ever there was a time to wave aside petty technicalities in order to push forward work which would give employment to hundreds of unemployed, that time is here.

The general public does not seem to know it, but about 50 per cent of the news printed in the average small town paper is sent in by persons interested. Large city daily papers only get a small percentage of their news from reporters, although they employ large staffs for this purpose. The bulk of their news, except local, is furnished by news syndicates. Whenever anything happens of general interest to you or yours, the best policy is to see that the proper facts are sent in to your local paper by the one who knows the most about it: yourself.

Sometimes we wonder about the value of this democratic form of government we are so proud of. It was a pitifully small group of men who attended the County convention at Halifax recently when the leaders were chosen for the coming year. It is a miserably small percentage of voters who cast their ballots on election days.

While it is too early to tell how much the building of the new Nurses Home will benefit our towns during the construction work, there are now twenty laborers employed in excavation work. 16 are Negro workmen, 4 are white. There may be one or two local workmen in the crowd. Presumably about twenty more men will be needed when the actual building gets under way. It is our understanding that local men are to be given preference, that this was the agreement when the contract was let. In justice to our people, we prefer seeing more white men and more local men given work on this job. If it were a private dwelling or institution, we could not make such a statement. But this is a community enterprise. And also, the contractor has committed himself on the proposition.

## THINGS THAT NEVER HAPPEN

By GENE BYRNES



Yawning in a moving picture show, Mrs. Clara Barris, of Evanston, Ill., broke her jaw.

While the Chicago police hunted five hours for Johnny Loring, 7, believed to have been kidnapped, he was sleeping under a bed where he had hidden during a game of hide and seek.

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## LAND SALE

NORTH CAROLINA. HALIFAX COUNTY.

Under and by virtue of the power contained in a certain deed of trust executed to the undersigned Trustee on the 30th day of November, 1918, by Joe Foote and Maria Foote, recorded in book 290, at page 140, Halifax County Public Registry, default having been made in the payment of the debt thereby secured, and at the request of the owner of the note therein secured, I will on Monday, July 28, 1930, between the hours of 12 and 1 o'clock P. M., in front of the Bank of Littleton, in Littleton, Halifax County, North Carolina, sell at public auction for cash the following described piece or parcel of land, lying and being in the State and County above written, and in Littleton township, and more minutely described as follows, to-wit:

Adjoining the lands of Marcus Sledge Osborne Johnston and others, beginning at a leaning maple, near large maple on East bank of Deep Creek, Sledge's corner in Bailey's line; then down the meanders of said creek, 2384 ft. to a gum stump, Birch pointer, Bobbitt's corner in Bailey's line; then along Bailey's line N. 47 1-2 E. 2481 ft. to a large pine, Bobbitt's corner in Edward's tract; then N. 88 3-4 W. across a path 1650 ft. to a stone, Johnston's corner in Sledge's line then Sledge's line S. 63 3-4 W. 2190 ft. to the beginning, containing 105 acres, more or less, and being that identical tract of land conveyed Clarence B. Bobbitt by Jno. A. Alston and wife, by deed dated December 31, 1913, and recorded in Halifax Public

Registry, in book 253, at page 29, to which reference is hereby made, and being the identical tract of land sold the said Maria Foote by the said Connie Bobbitt.

This June 25, 1930.  
JOSEPH P. PIPPEN, Trustee,  
4-July 24. Littleton, N. C.

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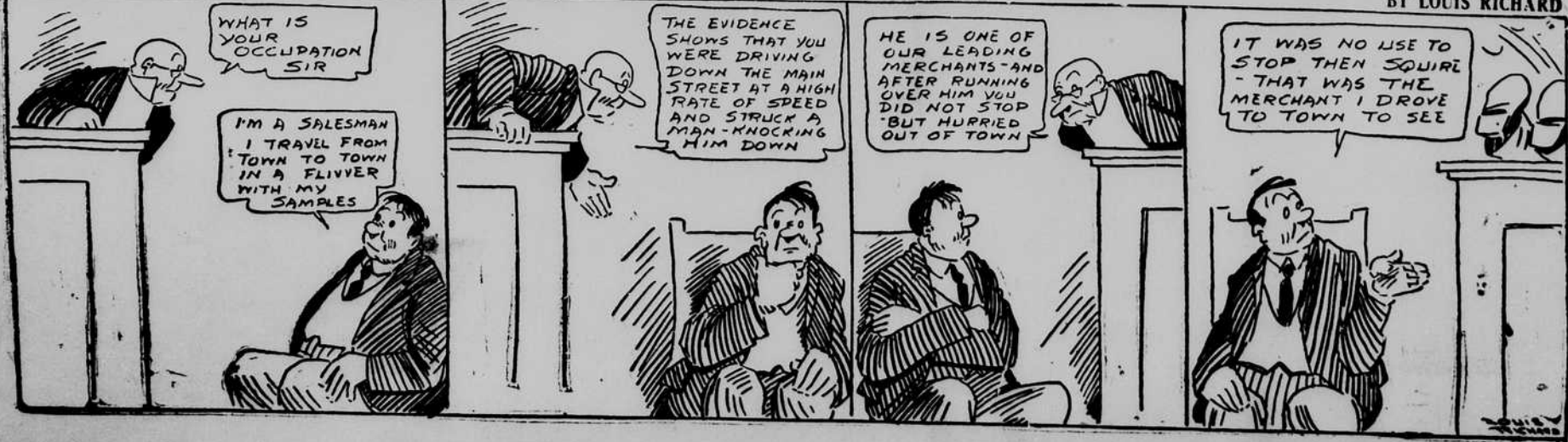
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