THE HERALD

Of The Twin Cities ROANOKE RAPIDS—ROSEMARY



CARROLL WILSON,

Publisher and Editor

Postoffice at Roanoke Rapids, North Carolina, under Acof March 3rd, 1879.

PRINTERS, LITHOGRAPHERS, ENGRAVERS

ASKING FOR CREDIT

Standing beside the cash register of one of our local merchants last week, we listened to a this is the first thing I will pay for." He sounded sometimes death.

been no credit extended.

In less than an hour, there were three more similar cases in that one store. That merchant three year old score, now has hundreds of dollars on his books. How long can he stand it? How in the world can he know when a man or woman is telling the truth about their intentions to pay?

Why should his store, because he operates a credit business, bear the brunt when times are hard and get no added compensation for it when times are good?

The only sound policy we can offer is for each store to extend credit only to those persons who have patronized them and paid them when money was free and easy. Such is business.

BUSINESS IS BETTER

There appeared by the thousands last week in the New York Stock Exchange and along the financial streets of the City, little lapel buttons: "Business is Better.' They were given away by an optomistic member of the Exchange.

Reports are that some took them with a grunt of discain, only to later break into broad grins as they were "kidded" by their friends. There was much joking and wise-cracking concerning the buttons and their wearers.

But they turned the trick. Everybody felt toward bringing back better times.

We have plenty of it here. Some days we even feel that way ourselves. But like prodding a land, whence they might make their way home. sore tooth, it doesn't help matters one single bit and eventually makes things worse.

DAILY SCHOOL PROBLEMS

We have over 2,000 school children and 67 teachers in the Twin Cities. With the buildings and equipment necessary to properly educate these children, this school system of ours represents the largest industry in the community, excepting the mills. We have problems arising every day which must be worked out to the best adare peculiar to this community alone. They must the world's bravest in all ages. be settled quickly.

What we would like to know is how all these daily problems would be settled satisfactorily if our school system were under State supervision, as some would have it, with every action necesment over in Raleigh.

TESTS FOR AUTO DRIVERS

week that 58 per cent of the automobile acci-business grows dull, they pass on to greener pasdents can be attributed to 1. Persons driving in tures. Your local merchant must stick it out.

the middle of the road. 2. Persons failing to stop when driving into main roads and streets from side roads or streets.

This statement can be borne out in part by in accident which took place here Sunday evenng in front of the Presbyterian Church. A motorcycle driver coming up the Avenue toward Rosemary crashed into an automobile that was oming in the opposite direction and turning to the left at the intersection. The crash came just Entered as Second Class matter April 3rd, 1914, at the as the car driver passed the middle of the inter-

This particular accident can be blamed to oth drivers. The car driver turned across the oad too soon and the motorcycle rider was travel ing at too great a rate of speed in passing an intersection. The latter also appeared to lack any control of his machine.

Of course there may be some consolation to pitiful "hard-luck" story told by a resident who wrecked autoists to know they were not to blame wanted what the merchant had, needed it, but had for an accident. They are welcome to what cor no money to pay nor could be truthfully prom- solation they can derive from that knowledge ise the merchant when he would pay it. But he but that will not pay for wrecked cars and nave did say, "Brother, when I do get some money, to say nothing of injuries which may result and

The best alibi we know of is to drive so can "What would you do?", the merchant asked fully that chances for accidents are reduced to a minimum. We realize fully that even the most "He sounds honest. I believe I would let him careful driver is subject to accidents wholly be- in a certain deed of trust executed on the undersingned trustee on Decem have it," was our answer. The merchant did so. youd his control because with as many cars or the 6th day of January, 1922, by the ber 9, 1927, as appears of record in the office of the Positive of Dead A few minutes later, another merchant entered the roads as there are there are bound to be a cer Roanoke Avenue Development Comthe store and we asked him about the man. What tain number of plain darn fools (and we use that pany to W. L. Long, Trustee, which the store and we asked him about the man. What term with the full knowledge of the Scriptural deed of trust is recorded in the ofterm with the full knowledge of the Scriptural deed of trust is recorded in the ofterm with the full knowledge of the Scriptural deed of trust is recorded in the ofthe man was pleading his case, there would have consequences) who have no more business with life of the Register of Peeds of Hather the man was pleading his case, there would have a car than a three year old child. In fact, if put 330, page 80, default having been to an intelligence test, they would not pass the made in the payment of the note

Which leads us to the point that a set of simple rules should be compulsory before a driver's license could be obtained. Society would be amazed at the number of half-wits, morons, and like the late of the same, I shall offer for sale at 12 o'clock in front of the Citizens Bank & Trust Company, at Rosenary, North Carolina, by public amazed at the number of half-wits, morons, and like the late of the same, I shall offer for sale at 12 o'clock in front of the Citizens Bank & Trust Company, at Rosenary, North Carolina, by public amazed at the number of half-wits, morons, and incompetents endangering the lives of millions October, 1930 ,the following describwho daily traverse our streets and highways.

And we believe a further examination would east side of Roanok eAvenue 25' each, how that this type of person usually operates and running back the same width be what is known as a junk car, not a second-hand tween parallel lines at right angles or even third-hand vehicle, but one which has passed through many hands and which is totally unfit to be allowed on the highways; entirely out of place today when speed, perfect braking, tested steering apparatus and good lights are absolutely essential.

AN ARCTIC TRAGEDY

After 33 years, a mystery of the Arctic has been partially cleared up by the finding of the remains of Salomon A. Andree and one of his companions on an uninhabited island in the far North. Some equipment and records were also ound frozen in the ice.

Andree was a distinguished Swedish aerobetter and when the sun had set that day, the naut and engineer, who had made several notable stock market was stronger than it had been for balloon flights before he set out on his fatal exweeks. What a little thing it takes to change de- pedition at the age of 42. With two companions, feat into victory, a frown into a smile. Less Nils Strindberg and Knut Fraenkel, he ascended grouching and "belly-aching" will work wonders in a balloon from Danes' Island on July 11, 1897, with the idea of drifting over the North Pole. It was hoped to later reach Alaska or some other

> Two days after their departure a message brought back by a carrier pigeon indicated that they were being carried far off their intended course by unfavorable winds. Nothing more was ever heard of the brave adventurers until their remains were found a few days ago.

The Andree undertaking was hazardous, even foolhardy. Under the most favorable weather conditions the chances were overwhelmingly against its success, as the participants well knew before they set out. The lure of adventure claimvantage of the majority; many of these problems ed them as its victims, as it has claimed many of

HERE TODAY, GONE TOMORROW

A Charlotte Newspaper, seeing \$35,000 leave there this week via the circus route, comments sitating approval of some individual or depart- that times are not so hard after all. Rosemary merchants, vewing the merry-go-round, probably agree.

One bad feature of such fly-by-night enter-A state official made the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing. When the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all, leave nothing a position as the statement last prises is that they take all the statement last prises is that they are all the statement last prises is that they are all the statement last prises is that they are all the statement last prises is that they are all the statement last prises is that they are all the statement last prises is that they are all the statement last prises is the statement last prises in the statement last prises is the statement last prises in the statement last prises is the statement last prises in the statement last prises is the statement last prises in the statement last prises is the statement last prises in the statement last prises is the statement last prises in the statement last prises is the stateme torial stipend.

THINGS THAT NEVER HAPPEN



Foreclosure Sale

therein secured, upon request of the

Three certain lots fronting on the to said Avenue 140' to an alley, same being lots Nos. 512, 514, and 516 as shown on the maps or plat of the property of the Roanoke Rapids Power Company made by C. F. Gore & Company, Engineers, December 18, 1915, and registered in the office of the Register o fDeeds, Halifax County, North Carolina, in Plat Book No. 1, at Pages 11, 12, 13 and 14, reference to which is hereby expressly

This 10th day of September, 1930. W. L. LONG, Trustee. A. A. Bunn, Attorney for holder

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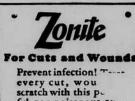
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Rev. William Binch, of Manchester,

Notice of Sale

of trust made by L. O. Anderson to the office of the Register of Deed in Book 381, at Page 491, default hav notes thereby secured, and the hold-er of said notes having requested me so to do, I will at 11 o'clock a. m., on Monday, October 6, 1930, on the premises in Roanoke Rapids, North Carolina, offer for sale to the highest bidder for cash, those two certain lots of land situated on the west side of Hamilton Street, in the Town of Roanoke Rapids, and known as Lcts Numbers 61 and 62, as shown on said, in Map Book No. 3 at Page 64.

This 3rd day of September, 1930. T. W. M. LONG ,Trustee

Bladder Weakness

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LONG & CREW

Attorneys-at-Law

ROANOKE RAPIDS. North Carolina

AND SECURE OF THE PROPERTY OF THE PARTY. Dr. E. P. Brenner CHIROPRACTOR Rosemary, N. C.

William Committee Committe Bladder

Weakness

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