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The Roanoke News.

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Hubbard Bros. Cotton Letter

Opinions regarding the reduction in the acreage have pretty well crystallized along the lines that whatever reduction takes place will only be moderate in character, and not nearly as drastic as was indicated early in January. As a result, many have already reached the conclusion that the crop of 1931-32, which has not yet been planted, is going to be big enough to warrant low prices. As a consequence, they have sold out their holdings, and in many instances, have gone short during the last week of March and the first week of April. The weakness, of course, in the commodity markets has checked the demand for dry goods, which had developed during January and February, so that we find the cotton trade of the country almost universally bearish at the beginning of the planting season.

It is rather interesting to note the number of people who are now talking a "new era" not only for cotton, but for all other commodities, and for business as a whole, which "new era" is to be one of extremely low prices. Many forget, however, that in the spring and summer of 1929, and, in fact, even back in 1927 and 1928, we heard the same arguments of a "new era," where prices were to remain at the inflated values existing. This applied perhaps more to stocks than to commodities, but, broadly speaking, the whole country was talking of a "new era," which was to maintain the inflation of that period. We have witnessed the painful consequences of the delightful theories that were advanced at that time, and for eighteen months have been paying the price for the adoption of a false economic idea. Is it not reasonable to assume that many are now creating just such an economic theory regarding a "new era" of depressed prices? In other words, it is always a dangerous to be extreme about anything, and certainly at the present time the vast majority of people are as extremely bearish on the future of commodities as they were bullish on stocks in 1929. When this sentiment will change, it is on thing certain, and that is, that the crop of 1931-32 is not yet made, and a great deal can happen to business of a constructive character before the crop is made.

Goerch Rides The Assembly

By CARL GOERCH
Talk about your contrasts!
One day we have Easter, with its beautiful anthems, gorgeous flowers, inspiring thoughts, lofty ideals and sublime significance; the next day we have the legislature again, with all its foils and foibles. That's moving from one extreme to the other with a vengeance.

There's a reason for Easter, but it's hard to find any justifiable reason for the legislature still being in session. When we sent the boys out to Raleigh, it was with the understanding that there was only one thing in the world that we were interested in, and that was reduction in property taxes. Prior to their election as members of the General Assembly, every last one of them was shouting from the housetops that he would tear his shirt, his socks and his red flannels in the effort to lift the burden of taxation from the shoulders of the farmers. And now look at 'em!

Perhaps we were at fault in making the instructions too plain and obvious. Politicians don't like a direct course about anything. You take your real, genuine, dyed-in-the-wool legislator and he'll come right out and drive over to the state capitol to the paved highways. Start him off with the idea in mind of buying a new suit, and he'll commence operations by going first to a hardware store and asking the price of stoves. Ask the average man what time it is, and he'll pull out his watch, glance at it, and announce: "Half past five," or whatever the hour may be. Ask a politician and he'll smile at you benignly, put out his hand with a flourish, stare at it fixedly, clear his throat impressively and then unburden himself as follows:

"Time varies with the longitudinal position which you may occupy on the earth's surface, in accordance with the principles first announced by Aristotle, ancient Egyptian philosopher, who lived long before the days of the pyramids. These pyramids were built as monuments by certain pharaohs who wished to eternalize themselves. Other nations had somewhat similar customs, as recent excavations have revealed. I refer you specifically to Professor Whangdoodle's recent treatise which was published in one of the scientific journals. I shall be indeed glad to try and procure a copy for you."

He bows gracefully and proceeds on his way, happy with the thought that he has done you a real service. As a matter of fact, you're just as much at loss for the correct time as you were before.

That's the way the legislature has been acting. May I ask them to take up the Patagonian prospects for raising rubber or if we had requested them to provide means for feeding the catfish in the Shantung river, over in China, they would have tackled either job and wound up by reducing our taxes. But when we ask them at the outset to reduce taxes, we ought to know blamed well that we're going to get everything except reduced taxes.

They're still discussing ways and means of financing the provisions of the MacLean bill. The outcome is still in doubt.

A new banking commission has been formed at a time when most of us have absolutely nothing to put into the banks.

Most of the past week has been devoted to making speeches. In one respect, the present session of the legislature is outstanding. Most of the members can say more things that sound well and mean absolutely nothing than any other group of men I've ever seen.

I was in the senate last Friday, listening to the flow of speeches, when a certain senator from the eastern part of the State—a good friend of mine—passed by. "What do you think of the sales tax proposition?" I inquired. "Don't bother me now!" he responded. "I've got to talk. This is no time to think."

There is some talk that the session may end by Saturday of this week, but that seems too much to hope for. It probably will be next Wednesday or Thursday before the thing is over with. And then, instead of wrangling and fussing with one another, the members can go home and wrangle and fuss with their wives, as all decent and respectable men ought to be doing.

Men's Club Hold Meeting

The Men's Community Club held a very interesting and enthusiastic special meeting, inviting representatives of Business in Weldon; Discussed Support of New Bank and Paper; Advised Town, Keep Clean Up Week Every Week.

The Men's Community Club held a very interesting and enthusiastic special meeting on the first Tuesday in this month at the American Legion Hall. There was an unusually large attendance, the room being filled to capacity. A delicious Barbecue and Brunswick Stew dinner was served.

Mr. Gore, President of the club presided and announced that there was no definite program planned, the meeting being open to anyone who had anything to say for the betterment of the town and community.

Mr. George Green made a very interesting and impressive talk on "The duty of a citizen to his community." He said that a good citizen is a man who has the interest of the community at heart. Not one who wants to fill his coffers from the bounty of the community but who is willing to give as well as receive, who has a reasonable interest in the churches, the schools, etc.

We are all more or less children. The only difference in a child of five and a man of fifty is 15 years. We are all nothing but grown up children with a different outlook on life.

"A good citizen thinks in constructive terms," he said. "Any man can criticize, when everything is down in the dumps. When an effort was being made by those who were directly interested in reopening one of the banks there was a bit of criticism about the method. But none of the critics offered a substitute method. Such critics are bound by all decency of life to keep their mouths shut."

"We want persons who think in constructive terms. Anybody can criticize but few can originate and carry through constructive ideas."

"We should all abide by the laws, and help those who have in their charge the enforcement of laws, to enforce them."

In discussing the question of good citizenship Mr. Green briefly reviewed the life of Socrates, revealing in a very effective manner that because your neighbor does not agree with you he is not necessarily a bad character nor a good citizen. "When Socrates was on the Island of Helos and drank the Hemlock we find as written on the pages of history." This man started to teach law obedience to the young of Greece at an early age and went about during his entire life continuing to do this.

When on the Island, waiting to drink the Hemlock, after the court had decreed that he should die, numerous friends besought him to leave with them and go to safety, to a foreign land with them. His answer was: "I will not go back on my teachings of a lifetime." So he stayed and drank his death at the law had so prescribed. This great character, Mr. Green said, had one aim in life, "his one thought was to benefit the community in which he lived."

Rev. Shore commented on The New Roanoke News and urged that every one cooperate and support the new editor.

Robert Gray gave his purpose in being in Weldon, for buying The Roanoke News. He said that he liked Weldon and the surrounding country, believed it was the best section in North Carolina. He came here because he likes newspaper work and wants to serve the people to the best of his ability in giving them a paper that is a credit to the town. The paper belongs to the people and is theirs to use as they see fit. Criticism is invited, he said, as long as it is constructive.

Rev. Shonk made his appeal to the merchants of Weldon to cooperate and support the new editor.

Continued on page 2

Jurors Chosen Criminal Court

Judge Clayton Moore will hold a one week term of court in Halifax during the week of April 27, trying only criminal cases.

The jurors for the term are:

J. A. Briley
W. L. Allsbrook
W. L. Pepper
A. W. Gardner
Kelly Cooper
H. C. Allsbrook
A. B. Draper
L. E. Davenport
H. E. Edmondson
D. A. Inasco
H. W. Quarles
T. M. Smithwick
Solby Smith
J. R. Browning
Z. A. Hardee
Sankey Lovegrove
T. B. Wheeler
Richard D. Bunch
C. R. Hyman
Z. V. Hadden
W. L. Mizelle Sr.
W. S. Ivey
J. L. Hall
E. C. Padgett
J. W. Taylor
J. J. Wiley
O. J. House
Geo. D. Patton
R. B. Lanier
Chas. Brown

The Weekly News Letter

NEW BUILDING CONSTRUCTION GAINS IN MARCH: Much more new building construction was undertaken in the United States during March than was the case in February according to Commercial compilations of contracts reported to the Commerce Department's Division of Building and Housing. The increased volume noted is attributed in part to the usual seasonal changes in the industry, and the types the removal of obstructions which winter places to some types of outdoor work.

For the first 18 business days in March, the actual total of contracts for new construction let in the United States east of the Rocky Mountains, as reported through the F. W. Dodge Corporation, is placed at \$262,909,900. For the entire month of February, the total of such contracts in similar area was \$235,405,100. The greater portion of the March increase took place in the category of public works and public utility construction. Contracts let for work in this field for the month amounted to \$111,468,000, while contracts for residential construction let in the same period amounted to \$70,593,700, and for non-residential construction, including office and factory buildings and plant structures, the figure was \$80,848,000.

BRITISH FIND TRADE EXHIBITIONS AN AID TO FOREIGN BUSINESS: British business is finding a highly satisfactory promotion method in the various trade exhibitions held at home and abroad, according to opinion expressed by British industrial leaders, the Department of Commerce is informed in a report from Trade Commissioner Floyd E. Sullivan at London.

Public attention has been focussed upon this type of "advance salesmanship" through such exhibitions as the one held in Buenos Aires, inaugurated by the Prince of Wales, and costing Great Britain about \$5,000,000, and by industrial fairs held in England, the British report states. One of the outstanding among the latter type has been the British Industrial Fair, which exhibitors state has served as an unusually good boost to business, according to reports received in the British Department of Overseas Trade. The total number of attendances by overseas buyers at this fair was 4,584 in London and 1,984 in Birmingham, a total of 6,568 whose reports indicate.

These figures constitute an increase of about 25 per cent over last year's numbers. The visits by home buyers numbered 147,259 in London, and 106,682 in Birmingham, a total of 253,941, showing an increase of 30,000 over last year's figures. Visits by the general public numbered 34,679 in London and 14,215 in Birmingham, a total of 48,894. The secretary to the Overseas Trade Department further states that the increased attendance and volume of business done, was particularly satisfactory in view of the present conditions of world trade.

EXISTS OF MANUFACTURES—1930: We should like to call your attention to the pamphlets which are now available and contain a preliminary report on the retail trade for the majority of cities in the two Carolinas. These pamphlets contain detailed information with respect to retail trade and should prove of vital interest to business institutions interested in analyses of economic conditions in these localities. Copies may be obtained from this office.

Wright Bridge Open to Public

Wright Memorial Bridge Thrown Open To Public Culminating State Highway Program Started Ten Years Ago; Scenic Beauty Along New Route.

Elizabeth City, April 16—The primary purpose of North Carolina's highway program was achieved just 10 years after its adoption when, on Wednesday evening, the asphalt road connecting the Dare County end of the Wright Memorial Bridge across Currituck Sound with Roanoke Island, was thrown open to traffic and an unique ocean-shore drive added to the scenic highways of the State.

By the opening of the new road Manteo, Dare county-seat and the last county capital in the State to be isolated has been linked with its fellows scattered westward on out to Murphy in Cherokee by a continuous chain of State maintained highways, which carry out the first provision of the Highway Act of 1921, which began, "The purpose of this act is to create a State system of highways connecting, first, the several county-seats of the State . . ."

The completion and opening last fall by private enterprise of the Wright Memorial Bridge, spanning the three-mile width of Currituck Sound from Point Harbor to a point two miles above Kitty Hawk, on the Dare County shore, made possible the construction by the State of the ocean-shore road, extending southward for nearly 20 miles within sight of the foaming breakers of the Atlantic Ocean and passing en route Kill Devil Hill upon the summit of which the Government memorial to the Wright brothers is about to arise; the scene of the first mechanical flight by man, the Nags Head summer resort, the regularly spaced U. S. Coast Guard stations, and on across the Roanoke Sound Bridge to Manteo and Port Raleigh, the site of the Lost Colony on Roanoke Island.

Upon crossing the Wright Memorial Bridge the road passes first through a dense jungle of vegetation, live oaks and scrub pine and dogwood which within two weeks will transform the area into a pageant of white blossoms. Emerging from the woods the road curves southward and for the rest of its length traverses the white sands of the North Banks, the ocean surf almost continuously in view on the east while at intervals the waters of the Albemarle Sound can be seen to the west of the narrow strip of coastland.

The Paul Gamble Hill Coast Guard Station, with its cluster of weather-beaten buildings around it, is passed soon after leaving the woodland while Kill Devil Hill, with its slopes planted in grass in order to anchor its shifting sands in place so as to form a pedestal for the granite shaft of the Wright Memorial, is a landmark soon from miles distant. By sharp contrast with the green slopes of Kill Devil are the other sand dunes passed all along the way, their great masses of shining white sand mounded and rippled by the wind which steadily moves them to leeward year by year.

Just at the north of Kill Devil hill is the granite house which marks the actual site of Wilbur and Orville Wright's first successful airplane flight, at that time on the slope of the hill which has moved about three quarters of a mile to the southwest since 1903.

After passing within sight of the wrecks of the steamers Carl Gerhard and Paraguanay and the schooner Irma, the road reaches the new Kill Devil Hill Coast Guard Station and a few miles further on passes through the Nags Head summer resort, where the strip of coast between the Albemarle Sound and the Atlantic Ocean narrows down and the cottages are evenly divided between ocean and sound shores.

South of the resort is the Nags Head Coast Guard Station and the road extends on to make a juncture with the causeway and bridge across Roanoke Sound to Roanoke Island and into Manteo.

While on Roanoke Island the motorist can ride on horsebacked roads to the north end of the island where in a natural amphitheatre in the woods, carpeted with pine-needles and reached through memorial gates, is the site of Sir Walter Raleigh's Lost Colony of Roanoke Island. The road also extends to the southern tip of the island where is the fishing village of Wanchese, from which can be seen across the upper part of Pamlico Sound Bodie Island light and the narrow width of Oregon Inlet, the famed fishing ground of Northeastern North Carolina.

With the newly opened coast section within two hours ride of Elizabeth City and Norfolk automobile traffic over the new road is increasing daily and is expected to reach its culmination next August when Dare County will hold the second of its home-coming celebrations. Plans are already under way to entertain large numbers of tourists at that time as well as a large proportion of the 2,500 or more Dare County citizens who live in other parts of the Country.

The News In Brief

NORTH CAROLINA
Lenoir—Improvements made at Carleheim Hotel.
Rutherfordton—Wilson Construction Co. received \$21,159 contract for hard surfacing 1.95 miles of Highway No. 29 from here to Spindale.
Lumberton—Lumberton Bakery opened for business in building formerly occupied by Barker and Bullard on Second Street.
Dunn—Dunn Bowling Parlor reopened.
Franklin—Reopening of bank of this city under consideration.
Work to start soon on hard-surfacing 9.66 miles of Route No. 21 from Lillington to Cumberland line at Lower Little River bridge.
Wilmington—Work started on clearing property of P. F. Motor Express Company located on Cape Fear River at foot of Princess Street with view to erecting new terminals.
Lumberton—Cream shipping station at plant of Carolina Ice & Fuel Co. opened for business.
Marshall—Northwest Carolina Utilities Company considers rewiring electric lines of this city.
Contract let for grading highway in to Great Smoky Mountains National Park from Cherokee to Smoke-mount.
Sylva—C. C. Cagle and son, Sidney took over Ford Agency of this place.
Murphy—Stockholders acquired interest of G. T. Whitlock in Nu-Fashion Hosiery Mills and negotiations underway to get mill started at once.
Lenoir—Several thousand dollars will be spent in installing complete water system for local golf course.
Canton—H. L. Setzer and Hugh Cathey opened auto general repair shop in Pelmet Garage building at River bridge.
Lenoir—Telephone line from this place to Ruggar Tower completed.
Work completed on Bell Swamp Highway—State Port Pilot, Southport.
Raleigh—Bids opened for construction of 85 miles of State highways and seven bridges, involving expenditures of approximately \$1,250,000.
Scotland Neck—Improvements made to Scotland Neck Funeral Home.
Elizabeth City—Chamber of Commerce seeks canning plant for this city.
Louisburg—Messrs. P. G. and M. G. Smith sold their interests in Franklin Creamery, Inc., to R. G. Bailey.
Scotland Neck—Roanoke Realty Corporation, capital stock of \$100,000, filed articles of incorporation to engage in general real estate business.
Grading of new road bed from Fredell line on Route No. 150 to mill bridge progressing—Mooreville Enterprise.
Highway between Red Springs and Rowland completed.
Mount Airy—Work progressing on recreation venture of Green Hill Lakes, Inc.
Hickory—Hickory Chair Manufacturing Company, Hickory Furniture Company and Martin Furniture Company, merged.
Mount Airy—Work started on remodeling building formerly Bolt property at corner of Virginia and Main streets.
Raleigh—15 miles of road between Highway No. 28 in Cherokee County to Tennessee line added to State system for maintenance.
Aberdeen—New Community House opened.
Raleigh—This State will spend \$6,000,000 this year in building 300 miles of road.

NATIONAL
Bryan United 13 year old hero of Colorado School Bus tragedy has been invited as guest of Pres. Hoover, to spend a night in the White House.
President Hoover broke a 30-year custom by throwing open to visitors for 90 minutes each day the rolling park-like South Grounds behind the White House during Easter.
French Strother has resigned his post as the White House's literary researcher, to take up fiction writing.
Captain Edmund Speer Root, U. S. N., has been appointed by Pres. Hoover to be Governor of Guam.
New York Shipbuilding Corp. at Camden, N. J., ordered a 10% cut in all wages and salaries week before last.
13,000 employees of Goodrich Tire and Rubber Co., at Akron, Ohio, took a 12% pay reduction as their share of the "economic readjustment."
In Newark, N. J., union painters went on a strike rather than have their daily wage cut from \$12 to \$10.
M. J. Meehan & Co., Manhattan Brokers restored the 12 1/2% snipped from their employees' salary last year.
Anton Joseph Cermak, Democratic candidate defeated William Hale ("Big Bill") Thompson, Republican candidate for Mayor of Chicago by two hundred thousand votes.
The final March income tax receipts were \$334,000,000.
In the first week of this month Veterans Administrator Hines announced that \$1,661,628 veterans had applied for \$638,000,000 worth of loans during the first month of the law. They received approximately \$375,000,000 in cash.

WORLD NEWS
SYDNEY—NEW SEARCH FOR GOLD REPORTED IN AUSTRALIA.
(Continued on page 2)

ATLANTIC COAST LINE WINS NATIONAL SAFETY TROPHY

A large railroad in the South has been accorded special distinction as announced by L. R. Palmer, Secretary, Committee on Award of the National Safety Council, through Lyman Delano, Executive Vice-President, Atlantic Coast Line Railroad Company.

As a result of the outstanding safety record made by the Atlantic Coast Line during 1930 the road received a handsome bronze plaque from the National Safety Council for producing a casualty rate of 1.66 per million man-hours in the National Employees' Safety Contest, the best record thus far made by any class I railroad in Group "B", indicating a high degree of carefulness on the part of its employees.

The safety movement is purely a work of conservation and while it is gratifying to win trophies in national competition this is not the chief objective of safety campaigns. Not only have Atlantic Coast Line employees profited by intensive accident prevention but it also inures to the benefit of the traveling public.

Considerable impetus was given the safety movement on the Atlantic Coast Line by an announcement made at the beginning of last year that three grand trophies would be awarded by officers of the Company to Divisions of that system making the best safety record in the Transportation, Maintenance, Mechanical branches of the service.

The accompanying illustration will give our readers a fair idea of the bronze plaque awarded by the executive vice-president, which went to the Atlantic Coast Line Third Division for making the best safety record in the Transportation Department last year. The aim of the Atlantic Coast Line, according to Robert Scott, Director of Insurance and Safety, with headquarters at Wilmington, N. C., is to win the Harri-man Gold Medal, the highest award for safety, in 1931.

SOMETHING TO THINK ABOUT
The person who, through carelessness, causes a fire is exactly the same class as the motorist whose carelessness results in damage to the property or lives of others.

There is no such thing as an "individual fire." The deficit it creates must be paid for, in one way or another by the entire community. When John Jones' factory burns it is not only John Jones who suffers, but all his employees, and all other property owners who must make up the taxes lost through the fire. No company has yet written an insurance policy which in the broader sense compensates for lost time, lives, opportunity, livelihood.

The citizen who allows fire hazards to go unattended in his home or place of business, who fails to take every measure that makes for fire prevention, is not only derelict in his duty to the community—he is a direct menace to the lives and property of all other citizens.

INDUSTRY CANNOT SPEND WITHOUT PROFITS

The railroads' pocketbook grows constantly thinner. During January their profit was at the annual rate of 2.28 per cent on their investment, compared with 3.81 per cent in January, 1930. Net operating income declined about \$22,000,000.

The nation has looked to the railroads as a bulwark both in time of prosperity and in time of stress. Whenever farm prices go down, or any other major industry is depressed, the usual course of action is to lower railroad rates. But no one has as yet suggested that railroad rates be raised when commodity prices are up.

When, more than a year ago, President Hoover was laying plans for stimulated industrial activity, leaders of the railroads were among the first summoned to the conference. They pledged themselves to spend to the limit of their ability in order to maintain employment, improve standards of service, and add the general industrial situation. During 1930, the poorest railroad year in the history of the industry, the lines spent on capital account, \$272,608,000.

The railroads are not doing flattered to be so highly regarded. They would unquestionably be pleased to continue in their role as a back log of economic progress. But the fact remains that to spend money and industry must have money to spend—that, in other words, it must make a fair profit. By throttling the railroads through overtaxation and excessive regulation, we are facing a barrier in the path of prosperity.

ARE WE LAWLESS OR OVER-LAWED PEOPLE

"We are a lawless people," said a committee report to the last annual meeting of the American Bar Association. "Crime exists among us to an extent unknown in Great Britain, Scandinavia, Holland, Belgium, France and Germany. And our lawlessness is not an acute, but a chronic disease. It is an old ailment of which no doctor can say how or when, if ever, it will be healed."

The question this gives rise to may not be so obvious as it seems. It is certainly within the realm of possibility that lawless America has been the direct result of too much law. In the other countries mentioned, there is not the continuous stream of new laws that flows in the United States.

Some time ago a bill was introduced in our congress to make the interstate shipping of revolvers and pistols illegal. It was finally defeated but such proposals and laws infringing individual rights are a good example of the trend toward making illegal, acts which in themselves are not illegal, thereby laying the ground-work for more law-breaking by otherwise law-abiding American citizens.

GREATEST HIGHWAY BUILDING PROGRAM IS NOW UNDERWAY

JCS FOR THE IDLE
With Warmer Weather Making Possible the Beginning of Work, More Than 100,000 Men Soon Are Expected to be Plying Picks and Shovels on New Networks of Roads Linking Cities, Towns and Villages in Every State.

Washington, April 11.—(AP)—The (Continued on page 2)

Dedicate Duke Medical School

Unusual Event to Attract Distinguished Representatives of Medical World.
Durham, April 16.—Formal dedication of the Duke university school of medicine and the Duke hospital, on April 20, will attract distinguished representatives of the medical profession from all parts of the state and distant states as well. A program covering the entire day has been outlined.

Among the speakers for the day will be Dr. David Linn Edsall, dean of Harvard medical school; Dr. Lewis Hill Weed, director of John Hopkins school of medicine; Dr. William H. Welch, of John Hopkins; Dr. W. S. Rankin, of Charlotte; Governor O. Max Gardner of North Carolina, Dr. Thurman D. Kitchen, of Wake Forest college, and others.

George C. Allen, of New York, chairman of the board of trustees of Duke endowment, will make the formal presentation of the \$4,000,000 plant, and Col. John F. Bruton, of Wilson, will accept in behalf of the Duke university board of trustees. President W. P. Few of the university will preside at the various public assemblies.

Dr. Wilbur C. Davison is dean of the Duke medical school, and M. E. Winston is superintendent.

PRE-SCHOOL CLINIC

The county health office has designated Thursday, April 30, as the date for the Pre-School Clinic for the Weldon Public School District. On that day Dr. Mitchell will be in the room provided for him in the Weldon High School from 9:00 A. M., as long as will be necessary to examine, vaccinate, and inoculate all children that will enter school for the first time next September. We urge all parents who will have children to enter school for the first time next September to bear this in mind and have them here on that date.

The health office urges that no child be sent, but that the mother bring it so that the Doctor can explain what defects the child may have that can be looked after during the summer. This will do much to give the child a chance during its first year in school.

I call upon the officers and members of the Parent-Teacher Association to cooperate with us in this project by volunteering their service and the use of several cars to bring the children out for this examination. It is to be remembered that the paper does not reach half of our people, and if this examination is to be effective, we will have to do some personal work in advance.

A. W. Oakes, Jr.

GAMES SCHEDULE

The games this month are: April 21, Emporia at Weldon; April 23, Seaboard at Weldon; April 28, Seaboard at Seaboard; May 1st, Enfield at Enfield; May 5th, Rich Square at Weldon; May 8th, Emporia at Weldon; May 15th, Oxford Orphanage at Weldon.

The regular lineup for the team is: Gore, 2nd; Chappel C, Elias, S. S., Milliken, Pitcher, Hart, 3rd, Draper, 1st, Alston, C. F., Daniel, L. F., Gregory, R. B. The subs are: George Green, John Chappel, William Hawkins, James Pope, Wesley Draper and Joseph Kittner.

MR. GEO GREEN ON UNIVERSITY BOARD

Mr. George Green of this city was last Friday named on the new consolidated board of trustees for the "Greater University of North Carolina," composing the present University, N. C. State College and N. C. C. W.