

## Halifax County Votes For Legal Sale Whiskey By Large Majority 3532 To 790

### Control Board Meets To Set-Up Stores

Following in the wake of wet victories in most other counties allowed to vote under Pasquotank Control Act, Halifax County cast overwhelming vote in favor of the Act last Saturday.

The voting ranged from 71 for to 1 against in Rosemeath, and 20 to 1 majority, 202 for, 20 against, in Littleton Township to an almost even vote in Butterwood Township; 48 to 50 against. The other majorities in favor of the Control Act from all other Townships ranged from 2-1 to 7-1. The total vote in the whole county showed 3532 votes were cast in favor of the Act and only 790 against it. Weldon voted 339 for and 119 against.

**Liquor Board Meets**  
The Halifax County Liquor Control Board composed of three members, W. A. Thorne, Roanoke Rapids; T. R. Everett, Palmyra and R. Hunter Pope of Enfield, have been holding meetings almost daily this week. They are whipping details into shape for an early opening of the liquor stores over the county. They were in Weldon Tuesday looking over store locations.

**Manager Recommended**  
There has been so many applications filed with the Board for the job as manager of the Weldon Liquor store that it was decided to call on the citizens of Weldon to make their choice. A meeting was called today. About 50 representative citizens of Weldon were present and each man cast a secret ballot for his choice of the 8 or 10 applicants. Only two could be recommended on each ballot. The board will count the votes tomorrow and render a decision.

### Counsel for Drys Makes Statement

Mr. W. L. Knight, being asked for any statement he had to make regarding Saturday's election, said: "An analysis of the vote cast shows that only about one-half of those qualified to vote in Halifax County voted. This was a greater disappointment than was the ratio of the vote actually cast. A very great responsibility devolves upon those who voted for and otherwise contributed to legalizing the sale of intoxicating liquors to see that the liquor traffic, including contraband and the bootlegger is 'controlled'. The economic, political, social and moral good of our society, and not the personalities of individuals or groups, were the real issues involved. Many good people honestly differ as to what is best for society, and the honest convictions of all should be respected. Society wins or loses to the extent our condition is made better or worse. We hope that the results as finally determined will inure to the common good of all. A great majority of those voting, even though that majority was less than a majority of the total entitled to vote, have, under our system of Government and the law applicable in this case, expressed the 'sovereign will' of our people. In a spirit of democracy and good sportsmanship that will should be respected until changed by the people or the law."

### MRS. W. H. STEPHENSON

Garysburg.—Mrs. W. H. Stephenson, 82, died at 9 a. m. Sunday at her home here. The funeral was conducted Monday 10:30 a. m. from the home of her son, Butler, with Revs. C. H. Trueblood and Lawrence A. Watts officiating. Interment was in the family cemetery.

Mrs. Stephenson was a member of Elam Baptist church. She is survived by her husband, three children, Herbert Stephenson, Butler Stephenson and Mrs. Dempsey Taylor, and four sisters, Mrs. Laura Wall, Fugate Springs, Mrs. Belle Maddrey, Raleigh; Mrs. Georgia Stephenson, Garysburg, and Mrs. Maggie Morris, Emporia, Va.

### Junior Order Gets 17 New Members

Weldon Junior Order not only is able to boast of its large membership, but it is made up of a hustling bunch of men. This past week these members signed up 17 applicants for membership in the lodge. An interesting meeting of the Juniors was held Monday night. Three members were initiated.

### Dr. Carter To Hold Rabies Clinic

Dr. W. A. Carter, local veterinarian announces that a clinic will be held for the purpose of vaccinating dogs against rabies to comply with the law as passed by the last Legislature on the following dates and places listed below.

Tuesday, July 16th, Dr. W. A. Carter's office, Weldon, hours 9 a. m. to 6 p. m.

Wednesday, July 17th, Firehouse, Roanoke Rapids, N. C., hours 9 a. m. to 6 p. m.

Thursday, July 18th, Rear of 'old Patterson Store Bldg.', hours 9 a. m. to 6 p. m.

Friday, July 19th, Willie Shell's old Store, hours 9 a. m. to 6 p. m.

It is the duty of every dog owner to have same vaccinated against Rabies before the last of July, 1935. These are the last clinics

### Dentist Locates Here

Dr. M. A. Garriss of Northampton County has purchased the dental outfit of the late H. L. Stephenson and locates in Weldon for the practice of Dentistry. He is occupying the office of the deceased dentist.

Dr. Garriss, a graduate of Richmond Dental College and licensed by N. C. State Board Dental Examiners, comes from along line of prominent Northampton County family and is highly recommended. The Roanoke News and the public welcome him to our town.

that will be held and after these dates the old price of \$1.00 will prevail. The price during these clinics will be fifty cents, which will include tags, certificates, etc.

## Seaboard Record Shows Its Steady Growth To Present Gigantic Railway System

(Continued from last week)

Constituent roads of the Seaboard aided in the construction of several feeders to the line the most important of which was the Durham and Northern built in 1887-89 from Henderson to Durham, a distance of 14.4 miles.

All during this period rivalry was exceptionally keen. Once more the Seaboard drove southward—this time to Atlanta—even in those days the railroad center of the south Atlantic slope. Construction to Atlanta was completed in 1892.

In 1893, great economies in operation were the chief features of a plan for the formation of a system consisting of the Seaboard and Roanoke and roads leased, operated and controlled by it, the Raleigh and Gaston, the Raleigh and Augusta Air Line Railroad, the Carolina Central Railroad and the Durham and Northern Railroad, to be known as the Seaboard Air Line System. This new organization on July 1st gave definite form to an association that had been in process of formation for twenty years, and enabled the Seaboard to weather the panic and the consequent depression.

In 1900 the association gave way to the Seaboard Air Line railway. The corporate history of the present Seaboard Air Line Railway Company contains names of 106 railroad companies, all of which have played their part in the development of the great South as we know it today.

Cities have vastly increased in population, new towns and districts have been built up, and all over the close to 4,500 miles of Seaboard Air Line Railway Company's lines through Virginia, the Carolinas, Georgia, Alabama and Florida and connecting to the north, east, and midwest, great industrial set up, and old residents can remember the day when it was a common byword that "prosperity follows the Seaboard."

What a contrast could be affected if the Seaboard's present day equipment, gliding swiftly over heavy steel rails were to be placed side by side with that of the days when trains were operated during the daylight hours only.

Contrast the wooden, straight back coaches with the interior of present day Seaboard air-conditioned trains offering the utmost in healthfulness, safety, speed and comfort. Seaboard pioneered air-conditioning in the South to provide its people with the best transportation possible. Today Seaboard operates four completely air-conditioned trains, "The Robert E. Lee," "The Cotton States Special," "The Southern States Special," and "The New York-Florida Limited."

It is a well-known fact there are no finer trains in the world. Rates for daily travel are now the lowest in history. For travel in its air-conditioned coaches, the Seaboard rate is only one and a half cents per mile.

What a picture the 10-ton "Raleigh" would make if placed beside one of Seaboard's latest type freight locomotives—110 feet long, 15 feet high, and, equipped for service weighing close to 400 tons, capable of operating on faster schedules than ever before.

Even box cars have had their share of improvements. Recently Seaboard purchased 1,100 of the most modern cars of this type. Built all of steel, with special heat-resisting outside aluminum paint, wooden linings throughout, they offer the utmost protection to the loading. The capacity of these cars is close to 125,000 pounds.

Freight schedules and service are being constantly improved with rates that in many instances are lower than they have been for years.

**The Future**  
As in the past, the future of the Seaboard is interwoven with that of the South. It is doing and will do all in its power to further develop the South, by giving it the best transportation service possible at the lowest cost and by spending its money whenever possible in the territory it serves.

**Let Us Now End This Depression**  
How can it be done? By restoring the activity of basic industries by giving labor employment in the production and distribution of wealth, by restoring the purchasing power both of industry and the masses of people.

The railroads are among the largest purchasers of the products of basic industry, they are among the largest employers of labor, they are essential agencies in the production and distribution of wealth and that exchange of goods and services which is business.

**Consider The Facts**  
In 1926 the railroads had 1,700,000 employees and paid them about three billion dollars. In 1933 they had a little over 900,000 employees and paid out one billion four hundred thousand dollars. The effect upon purchasing power and business is manifest. In 1926, railroads spent five hundred and fifty million dollars for rail and equipment alone but in 1933 they spent only 60 million. This goes far to explain the idleness of "heavy industries" and resulting unemployment.

Nearly a billion dollars of railroad bonds are held by insurance companies, banks and other fiduciary institutions, about one billion five hundred million dollars of railroad bonds are in default, an equal large amount matures within the next five years. This not only affects present purchasing power but endangers the future security of every person who has a bank account or insurance policy.

Transportation is a basic factor in all business. To end this depression these conditions must be remedied. How can this be done?

**Again Consider The Facts**  
Every detail of the railroad's business is regulated by law—as to rates, service, equipment, extension or abandonment of line, number of employees, wages, finances, accounting, etc. Aside from the limitations thus imposed upon their activity, the direct cost to the railroads of this regulation runs into hundreds of thousands of dollars each year. Since 1920 the government, which regulates the railroads, has expended 20 billions of dollars of public money in the creation of subsidies to other agencies of transportation, such as highways, waterways and airways,

## RECORDERS COURT

Ten cases were disposed of at the regular meeting of Recorders Court Tuesday, July 9th.

J. H. Perry, charged with liquor plead guilty. He was sentenced to 6 months in jail to be assigned to do work under the direction of S. H. and P. W. C.

Blossom Boyd, charged with assault on female, plead guilty. He was sentenced to 60 days in jail to be assigned to do work under the direction of S. H. and P. W. C.

Alford Lewis, charged with assault with deadly weapon, plead guilty. Prayer for judgment continued on payment of costs had on condition defendant remains of good behavior for 2 years.

As to Ed Whitaker, charged with liquor, Nol Pros, with leave.

George Watson, charged with liquor, plead guilty. He was sentenced to 4 months in jail to be assigned to do work under the direction of S. H. and P. W. C. Sentence suspended on condition defendant pays a fine of \$30.00 and costs and remains of good behavior for two years.

Rosevelt Battle, charged with larceny, plead guilty. He was sentenced to six months in jail to be assigned to do work under the direction of S. H. and P. W. C.

Louis Brewer and Helen Malone, charged with liquor, plead guilty of unlawful possession, as to Brewer, not guilty, as to Malone, Malone was found guilty of possession for purposes of sale. Brewer was sentenced to 8 months in jail to be assigned to do work under direction of S. H. and P. W. C. Malone was sentenced to 5 months in jail, suspended on condition the defendant appears the 1st Tuesday of each month for one year and shows good behavior, and pays costs.

J. W. Myrick, J. B. Latham, Gid Alston, and G. F. Price, charged with gambling, plead not guilty, as to each. They were found guilty, judgement suspended on condition each defendant pays 1-4 costs.

Willie Whitaker, charged with larceny, plead guilty. He was sentenced to 3 months in jail to be assigned to do work under the direction of S. H. and P. W. C.

Bruce Wilkins, charged with liquor, plead guilty. He was sentenced to 8 months in jail to be assigned to do work under the direction of S. H. and P. W. C.

**Bootleggers Caught In Raids Over Week End**  
Saturday morning local police raided the home of Helen Malone, Negro boot-legger and got 14 1-2 gallons of liquor and 3 1-2 crates of home brew. During the raid Louis Brewer came up and said the liquor belonged to him. He was sentenced to 8 months on the roads in Recorder's Court Tuesday. Helen Malone was given a four months suspended sentence.

Sunday Bruce Wilkins and his 2 1-2 gallons of liquor were taken. He got 8 months on the roads.

Freight loadings off 13.1 per cent in week, 8.9 per cent in year.

which are in competition with the railroads. These competitive agencies are not subject to any effective regulations. They make their rates and conduct their business largely as they see fit. The result is chaos in our transportation service. Here is to be found one of the chief causes in the breakdown of our economic system.

**THE REMEDY LIES** in an intelligent system of public regulations applicable to all agencies of transportation with none favored and the same rules should apply to all. This is fair. It is essential to economic progress. Boats, trucks, buses, and airplanes are all needed in modern transportation—so are the railroads. With a system of regulations applicable alike to all, each should be encouraged to render the service to which it is best adapted. The public would then be well served.

The system of transportation, one-half of which is regulated and the other half not, is wasteful and ineffective. It cannot continue to exist.

The Seaboard Air Line does not ask any special favors. It does not wish to place undue or burdensome limitations upon any form of transportation.

The Seaboard has faith in the Country, it has faith in the South. It has shown that faith by its works. It is serving the present and building for the Future. It only asks fair treatment and the support of the people in its efforts for the promotion of our mutual interests.

(THE END)

## Referendum Returns Show Growers Favor Flue-Cured Program By Nine To One

### "G-Men" Broadcast

Detroit, July 8.—Chevrolet Motor Company, using as a story background actual cases from the official files of the Federal Bureau of Investigation of the United States Department of Justice, will sponsor a series of weekly radio broadcasts to be known as "G-Men," beginning the middle of July.

Plans for the program over the Red network of N. E. C. were announced here by company officials following their return from Washington, where they conferred with Attorney General Homer Cummings, J. Edgar Hoover, director of the Federal Bureau of Investigation, and interested department heads.

A complete episode, based on government records of the bureau's special agents, will be dramatized in a half-hour program each week.

All the scripts in the series will be based on the factual records of the Federal Bureau of Investigation, and will be submitted to Director Hoover for checking before a program goes on the air.

Phillips H. Lord, nationally known for his depiction of the radio character "Seth Parker," who will write the scripts, is now in Washington making a first-hand study of the operations of the Federal Bureau of Investigation, which has made available to him its records of completed cases.

While pleased with the public interest in the spectacular cases it has handled, the Department of Justice, Washington understands, feels that emphasis on its work has been somewhat distorted, and that the drama of the sustained, persistent and relentless pursuit of criminals, originating in its great scientific laboratories, has been subordinated.

Chevrolet Motor Company believes it is discharging a public duty by holding a clear mirror to the G-Man and letting the true reflection, as contained in official records, speak for itself. The radio programs therefore will accent details only as they may be accented in the archives.

"The G-Man is entitled to be widespread honor in which he is held today," an official of the company said. "He has done and is doing magnificent work in righting a situation that several years back seemed rapidly delivering the United States into the hands of the criminal element."

"In line with its other activities of a public welfare nature, Chevrolet offers this radio series in the hope of extending accurate knowledge about the workings of the Department of Justice, and in the belief it may doubtless, by spreading that knowledge, the effectiveness of this arm of government service by increasing public co-operation in the war on crime."

"If this can be done, the G-Man will be an instrument of law enforcement which should cause potential violators to hesitate a long time before taking the chance of having the Federal Bureau of Investigation going to work on them."

"Public enemy after public enemy has been overthrown. Gang has been jailed or exterminated. Some years ago we doubted if it could be done. The law-breaker was in the saddle. But it has been done. We will present the true histories of how it was done in the hope that misguided persons will see the hopelessness of crime, and be more convinced than ever that the G-Men get their man."

"If there are some who are still dazzled by the false glamor of the gangster, we hope these radio programs will show how little glamor is left to the criminal when he comes to the end of the road."

### A CORRECTION

It was reported last week that thieves, who entered the Union Station here last Wednesday, evidently "went in through a window which was not fastened between the time that the day agent went off duty and the night agent was supposed to come on." It has been brought to our attention that the window which was not fastened was the ticket window and it is covered with bars. The robbery occurred between 9:35 o'clock, when the day agent went off duty, and 10:45 o'clock, when it was discovered by the night agent as he came on duty.

### Late News Bulletin

The Liquor Control Board members were sworn into office today by Clerk of Court A. L. Hux. They have not chosen a chairman yet.

At the meeting of the Board still in session as the News goes to press, it was decided to open one liquor store in Weldon and two stores in Roanoke Rapids, one in each end of town. One liquor store each will be located in Littleton, Enfield and Scotland Neck. The Board is still undecided about opening a store in Halifax. However, one is expected to be placed there as Halifax is centrally located in the county and is really in better position to serve the farm population.

J. Rodney Glasgow of Littleton has been made General Manager of all the liquor stores. No store managers or clerks have been appointed yet. C. S. Vinson was made disbursing agent for the Board. About a dozen liquor salesmen appeared before the Board today. Several carloads of liquors were purchased from them.

The Board expects to open the first liquor store the latter part of next week.

### Hux Honored At State Convention

At the Annual Convention of Clerks of Superior Court held in Raleigh last week Leonidas Hux, Halifax County's Clerk of Superior Court was awarded an unusual honor. He was presented a prize as being the youngest Clerk of Court in the State.

Hux has made a good record since he took office and deserves this high honor. The NEWS, in behalf of the citizens of this community congratulates him on his achievements.

### Funeral Services Held For Halifax Citizen

Halifax—Funeral services for Willie F. Coppedge, 64, prominent churchman and former assistant cashier of the Bank of Halifax, were conducted Tuesday by Rev. J. Bascomb Hurley and Rev. J. E. Kirk.

Members of the Masonic Lodge, with Raleigh Daniel of Weldon conducting, had charge of the service at the grave and acted as pallbearers.

Mr. Coppedge, who lived in Halifax an half century, served as Sunday School superintendent, lay-leader, treasurer and steward in the Methodist Church. He served a term as mayor and held other local public offices.

Surviving him are his widow, Mrs. Bettie Brown Coppedge; these children: Mrs. Rudolph White, Mrs. Hugh Pittman, Edwin and Charles Coppedge of Halifax, Raymond Coppedge of Asheville and William Coppedge of Philadelphia; four brothers, J. D., of Norfolk; J. F., of Halifax; L. A., of Roanoke Rapids, and B. F. Coppedge of Jacksonville, Fla., and four grandchildren.

### Spray Raspberries To Control Disease

Immediate attention given raspberry fields as soon as the crop has been harvested will increase the yield and the profit next year, says H. R. Niswonger, extension horticulturist at State College.

One of the main points, he says, is to keep the new canes from dying of leaf spot disease as many did last year.

Remove and burn all old canes at once. Then spray the new growth with either a home-made or a commercial Bordeaux mixture so as to cover all parts of the plant thoroughly, he adds. Spray again three weeks later and again in another three weeks.

Stir into the soapy water one lb. of powdered bluestone until it dissolves. Add one pound of hydrated lime in a paste mixture or sift dry lime through a strainer while stirring the water vigorously. Then add enough water to make 12 gallons of the solution.

Mexico is reported planning to ease its church policy. Great Britain is worried over widening rift with France.

Washington, July 6th.—The Agricultural Adjustment Administration announced today that virtually complete returns from the referendum, conducted in June to determine whether flue-cured tobacco growers desire an adjustment program to follow the one which expires with the current season, show that of the 83.3 percent of the eligible voters voting, 98.2 percent voted in favor of an extension of the program.

All share-croppers, share-tenants, renters and landowners engaged in the production of flue-cured tobacco were eligible to vote in the referendum. Flue-cured is produced chiefly in North Carolina, South Carolina, Virginia, Georgia and Florida. Returns received through today accounted for 225,880 persons eligible to vote in the referendum.

Of the number of eligible voters, 188,163, or 83.3 percent, actually voted. Of those voting, 184,755, or 98.2 percent, voted in favor of a program to follow the one which expires this season and 3,408, or 1.8 percent, voted against such a program.

The following table shows the results of the referendum by States:

Florida, Total Eligible Voters, 1,864; Number of "Yes" Votes, 1,496; Number of "No" Votes 368; Eligible Voters Not Voting, 282.

Georgia, Total Eligible Voters, 22,009; Number of "Yes" Votes, 14,723; Number of "No" Votes, 1,185; Eligible Voters Not Voting, 6,101.

South Carolina, Total Eligible Voters 25,835; Number of "Yes" Votes, 18,106; Number of "No" Votes, 398; Eligible Voters Not Voting, 7,341.

North Carolina, Total Eligible Voters, 150,939; Number of "Yes" Votes, 130,622; Number of "No" Votes, 1,432; Eligible Voters Not Voting, 18,885.

Virginia, Total Eligible Voters, 25,223; Number of "Yes" Votes 19,808; Number of "No" Votes 307; Eligible Voters Not Voting, 5,108.

Total Eligible Voters, 225,880; Total Number of "Yes" Votes 184,755; Total Number of "No" Votes 3,408; Eligible Voters Not Voting, 37,717.

### At The Baptist Church

The pastor's subject for the morning hour will be, "Shadows." His subject for the evening hour will be, "The Happy, or the Blessed Man."

At the morning hour Mrs. Chas. R. Daniel sing that beautiful song, "Shadows." At the evening hour the Choir will sing a beautiful Anthem entitled, "Ashamed of Jesus," also at the evening service we will have the instruments with piano and organ as usual.

"Jenny Lind and Grisi were rivals for popular favor in London. Both were invited to sing the same night at a court concert. Jenny Lind, being the younger, sang first and was so disturbed by the first, scornful look of Grisi that she was at the point of failure when suddenly an inspiration came to her. The accompanist was striking his final chords. She asked him to rise and took the vacant seat. Her fingers wandered over the keys in a loving prelude, and then she sang a little prayer which she had loved as a child. She hadn't sung it for years. As she sang it she was no longer in the presence of royalty but she was singing to loving friends in her Fatherland.

Softly at first the plaintive notes floated on the air, swelling louder and richer every moment. The singer seemed to throw her soul into the weird, thrilling, plaintive prayer. Gradually the song died away and ended in a sob. There was silence, the silence of admiring wonder. The audience sat spellbound. Jenny Lind lifted her sweet eyes to look into the scornful face that had disconcerted her. There was no fierce expression now; instead, a teardrop glistened on the long black lashes, an after a moment, with the impulsiveness of a child of the tropics, Grisi crossed to Jenny Lind's side, placed her arm about her, utterly regardless of the audience."

By the Pastor.

Congress' tax job will prolong session two months. Birth and infant mortality rates for nation rose last year.