

This Week In Washington

Washington, Dec. 11. (Associated Press) — The resignation of George N. Peek, because of his dissatisfaction with the new German tariff agreement, is more serious than appears on the surface. Mr. Peek, who was shifted from the AAA to the State Department, because of friction between him and Secretary Walling, has been one of the storm centers of the Administration ever since the Spring of 1933.

Mr. Peek is recognized as an authority on agricultural questions, and while his point of view on many phases of the Administration's agricultural policy is quite different from the official attitude, he is regarded as having a large following among the farmers of the Middle West, with whom he has long been influential.

His efforts in the State Department to promote the export market for American agricultural products, Mr. Peek frequently found himself at odds with Secretary Hull's point of view. Only President Roosevelt's personal appeals kept him from resigning some time ago.

Peek and Johnson
The real reason why the President's friends and supporters regret Mr. Peek's resignation is that they fear he will "do a General Johnson" on the m. George Peek and Hugh Johnson, former head of the NRA, are buddies of long standing. Both were associated in the agricultural implement business in Illinois, and both came into the Administration with very definite ideas of what ought to be done and that they were the ones who ought to do it.

Gen. Johnson is out, and is traveling around the country making speeches and writing articles attacking the New Deal, although he professes great personal loyalty to the President himself. Mr. Peek has not indicated that he intends to do anything of the same sort, but the fear that he will use his influence with Mid-Western farmers against the Administration is widespread among the President's loyal supporters.

The National Debt
Secretary of the Treasury Morgenthau's announcement the other day that the national debt of the United States will rise above 30 billion dollars by the middle of this month is not regarded here as so alarming as the Opposition spokesmen profess to believe. While there seems to be a mystery as to the "eminent bankers" who, the President said a few days ago, told him that the United States could easily carry a Government debt of 55 billion dollars, there is a definite feeling among the financial and economic advisers of the Administration that a 30 billion dollar debt, or even one considerably higher, is nothing to worry about.

Sooner or later most of the Government debt will be refunded at from 2 to 2 1/2 per cent, so that the tax burden of interest would amount to less than 3-4 of a billion a year, and that is not an alarming expense.

The Townsend Plan
One of the big fighting issues that is expected to occupy a good deal of time in Congress when it meets next month is the Townsend plan for old age pensions for everybody over 60. As advocated by the Townsends, it probably has no chance, but it will have such a show of voting strength behind it that there is an excellent chance that Congress

will be influenced to increase substantially the old age allowances under the Social Security Act, and to make them applicable immediately instead of in the more or less distant future.

In the field of Presidential politics great interest is being shown here over the rise of Governor Alf Landon of Kansas to first place among Republican Presidential choices. The belief gains ground that Senator Borah, this time, is in dead earnest about wanting to be the Presidential nominee of his party. The strongest opposition he will have to overcome will be that of ex-President Hoover, who is neutral, so far, on all the other prospective candidates, but very much against Mr. Borah.

The Hoover Situation
Washington is slowly becoming convinced that Mr. Hoover has no intention of offering himself as a Presidential candidate again, but that he intends to see to it that nobody who does not conform to his ideas gets the nomination, if he can possibly control the situation.

The Republican National Committee is to meet here on December 16. R. B. Creager, National Committeeman from Texas, has proposed that the Committee attempt to write a platform which will satisfy everybody, including the beneficiaries of the AAA. There is not much chance that the Committee will do anything of that kind, but the fact that the suggestion has been put forward indicates the tendency among the Opposition leadership to grasp at straws, and demonstrates that there is as yet no clear agreement on Republican Party policies.

Wm. C. Pearson Dies Suddenly In Wilkesboro

(Continued from page one)

in Greenwood cemetery. Active pallbearers were Dr. G. T. Mitchell, N. B. Smithy, T. M. Foster, J. E. Spainhour, D. J. Carter, J. R. Rousseau, J. H. Johnson, J. T. Prevette, Claude Doughton, Wm. Barber.

Honorary pallbearers were W. A. Stroud, J. A. Rousseau, Dr. F. C. Hubbard, R. L. Wellborn, Dewey Parker, Carl Bullis, J. M. Bumgarner, A. B. Johnston, F. P. Blair, Chas. Howard, Presley Myers, Kyle Hayes, Edgar Yates, M. G. Kirkpatrick, L. Bumgarner, Wellborn Pharr, P. E. Brown, J. C. Reins, Chas. Smithy, Henry Landon, Jimmie Anderson, I. E. Pearson, Rom H. Pearson, Arlon Triplette, F. C. Tomlinson, Edgar Smithy.

Flowers were carried by Miss Mary Finley, Mrs. Mary Hemphill, Mrs. Presley Myers, Mrs. S. L. Pardue, Mrs. O. C. Holcomb, Miss Mamie Sockwell, Mrs. A. L. Grifling, Mrs. A. B. Johnston, Mrs. Ira Payne, Miss Elizabeth Barber, Miss Elizabeth Winkler, Miss Lizzie Hisle, Mrs. J. E. Spainhour, Mrs. L. S. Spainhour, Mrs. Marie Kirkpatrick, Mrs. Kyle Hayes, Mrs. T. M. Foster, Mrs. J. M. Bumgarner, Mrs. E. R. Spruill, Miss Ruby Hartley, Mrs. D. J. Carter, Mrs. Wm. Barber, Mrs. Ney Tomlinson, Mrs. Nell Rousseau and Mrs. E. M. Long.

New C-H Program To Be Offered Growers

The corn-hog program for 1936-37 is designed to encourage soil-improvement and to stabilize the production of corn and hogs for the best interests of the grower and the consumer.

The need for building up the soil is now greater than for increasing the planting of food and feed crops, says W. W. Shay, swine specialist at State College.

The new contracts stipulate that land retired from corn cultivation must be planted to soil-building or erosion-preventing crops, pasture, trees or the like.

And this must be in addition to the land normally used for such purposes, Shay emphasized. In the past, he added, the production of hogs has fluctuated widely. Either a surplus or a shortage of pork is undesirable, and the program will tend to keep production in line with consumption.

A grower may agree to adjust his corn production next year by 10 to 30 per cent of his base and receive an adjustment payment of 35 cents a bushel on the average yield of the land taken out of corn.

To receive the maximum hog payment, the grower must raise not less than 50 per cent nor more than 100 per cent of his market base. The payment will be \$1.25 for each hog in his market base.

Under certain conditions, a grower may sign to adjust his corn crop and keep his hog production the same, or to adjust his hog production and keep his corn crop at the same level.

In 1937 the adjustment and payment will be similar to those in 1936; the exact rate to be announced later.

MODERN WOMEN
Need relief from menstrual pain and delay due to cold, nervousness, excessive or irregular menstruation. Chichester's Pinkettes relieve all these conditions. Sold by all druggists. Price 25c. A dozen \$2.50.

CHICHESTER'S PINKETTES
THE DIAMOND BRAND

Safety Cruiser Coming On Saturday



Safety Crusade Will Put On Program In North Wilkesboro Saturday Night

Moving Pictures, Talks by Mayor and Police Chief Part of Program

The heavy toll of death and injury from automobile accidents in North Carolina appeared today to be increasing. The State Bureau of Vital Statistics reported that during October, 131 persons were killed.

A safety crusade, destined to prevent automobile accidents to a certain extent—surely to make the public safety-minded—is being sponsored by the Standard Oil Company of New Jersey. The crusade will make its appearance here Saturday, Dec. 14 when the "Esso Cruiser," safety car, will cruise the streets of North Wilkesboro and will preach safety to the masses.

The cruiser, outfitted with an amplifying system, will park at seven p. m., on Ninth street alongside the Bank of North Wilkesboro building and the safety program will get under way. R. T. McNeil, mayor, and James M. Anderson, chief of police of North Wilkesboro will deliver short addresses on safety.

The cruiser carries a moving picture projector and three movies will be shown at the rear. The first will be a Mickey Mouse comedy, the second a safety picture entitled "Saving Seconds," and the third a picture of stunt fliying by Rene LaCoste, famous aviator. Everybody is invited to be present.

Every state official, from Governor J. C. Ehringhaus to the county officers in every city and hamlet in the state, is concerned with the increasing accident toll and are doing much to stop this unwarranted slaughter of the highways.

In a letter to W. Herbert Lamb, of the Standard Oil Company, Governor Ehringhaus said:

"It is most unfortunate that in the development of these highways and our other facilities for quick transportation we should have aggravated our problems of citizenship safety."

"The ever mounting number of highway accidents and the terrible injury and loss resulting therefrom is a constant reminder of the necessity for grappling with this problem by government and citizens in cooperative effort toward its solution.

"I welcome any and every enterprise on the part of the citizenship, individually or in groups which constitutes a contribution toward the solution of this problem, and I am glad to hear from you of your efforts and campaign in this direction."

The safety crusade has been carried on in 12 states and eventually will be carried to every state in the United States, Standard Oil Company officials said here today.

More than 50,000 miles have already been covered by the Esso Cruiser, and when the safety campaign—to save lives—has been completed the speedometer will probably be rolled four times that much.

After the program has been completed here the cruiser will be open for inspection.

Standard Oil Company has placed bill boards in all parts of the state entitled "Stop That Killing." These signs show an officer holding a lifeless body of a child and pointing an accusing finger toward careless motorists.

Navy Careers Offered

T. Tyler, CWT, U. S. Navy, petty officer in-charge of the Navy Recruiting Sub-Station, Salisbury, N. C., announces that his station is now receiving applications from young men who are interested in a Naval career.

Mr. Tyler says that the quota of apprentice seaman allowed this district for December has been increased. This increase will afford the young men of this district an excellent opportunity to make the Navy a career. In addition to the quota of apprentice seaman a limited number of young negro men are being enlisted each month for duty with the messman branch of the Naval service. Only men of the negro race are eligible for enlistment as mess attendants, whose duties comprise of general servant work in the officers' quarters.

All persons interested are invited to apply at the Navy Recruiting Sub-Station, Post Office Building, Salisbury, N. C.

Strive For Economy In Chevrolet Motors

Automobile engines will continue to improve in efficiency year after year, but future gains will be utilized to increase economy, rather than to add to the horsepower and speed of cars, according to James M. Crawford, chief engineer of the Chevrolet Motor Company.

"From the early days of the automobile," said Mr. Crawford in a recent address at Detroit, "the demand has been for more power per pound of car weight. As the industry progressed, we learned how to get more power out of an engine of given size, and how to reduce car weight too, until today it is a simple matter to give a car all the acceleration and all the road speed that can be desired.

"From now on, engineering for economy will gain in importance. As the efficiency of engines increases, we can reduce their size without reducing power, thus bettering the ratio of power to weight. As fuels improve, we will use less gasoline to develop any given horsepower.

"Of course, every automobile engineer constantly seeks to improve economy of operation. That is, he has for his constant goal the achievement of maximum efficiency—and efficiency, after all, means economy.

"Until very recently, automotive engineers sought increases of efficiency chiefly as a means of getting more power and more speed. The greatest advances were made with the coming of better fuel—gasoline that burns readily and completely, and without knocking. It was these new fuels that brought about the modern high-compression automobile engines. As fuels improved, engine compression ratios of their engines. That gave more power—and faster cars.

"Chevrolet engineers sought and obtained efficiency by still other methods—notably by the development of the 'blue flame' principle of combustion chamber design. The result was worth while, for we obtained increased power, with perfect smoothness, at no increase in fuel consumption.

"In our 1935 engines, our compression ratio was 5.6 to 1, and maximum horsepower was 80. In the 1936 models, the compression is higher—6 to 1—but the horsepower is no greater than before. We raised the compression for economy only. That is, instead of utilizing the gain to step up the power, we purposely

held the power as it was before, and put down the fuel required to produce that power. The result of this process, which we call 'internal governing,' is a great saving in gasoline.

"We could afford to do this because we no longer needed additional power. For several years we have purposely limited the horsepower of our several models because we believe that increased durability, longer life, and especially safety on the road, are more important than the ability to go a few miles an hour faster on those very infrequent occasions when it is possible to drive wide open for any considerable distance. In other words, the gain in top speed is not worth while. For example, if you could drive a car at 85 m. p. h. continuously for one hour, you would then be less than four minutes ahead of a car traveling at 80 m. p. h. Since, in any 85-mile trip, you likely could not drive at full speed for even half the time, while the slower car could travel just as fast as you could, that extra 5 m. p. h. would save you very few seconds on the whole trip.

"The question with us was, which does the average motorist prefer to save—a few minutes in an all-day drive, or one-sixteenth of his gasoline costs? We decided that the majority of motorists

ADMINISTRATOR'S NOTICE

Having qualified as administrator of the estate of John D. Hall, deceased, late of Wilkes County, North Carolina, this is to notify all persons having claims against the estate of the said deceased to exhibit them to the undersigned at Halls Mills, North Carolina, on or before the 12th day of December, 1936, or this notice will be plead in bar of their recovery. All persons indebted to said estate will please make immediate settlement. This the 12th day of December, 1935.

MRS. JOHN D. HALL, Administrator of John D. Hall, deceased. 1-16-61

Honor Roll Moravian Falls for Third Month

- First grade: Shirley Smith, Annie Broyhill, William White, Harold Gray, Max Davis, Mary Sue Hendren, Laura Stone, Jodie Smith, Lee Bentley, Bill Price, Glenn Laws.
- Third grade: Clint Bentley, Raymond Jones, Nellie Laws, Hilda Hendren, Ella Sue Sloop.
- Fourth grade: Hope Jackson, Shirley Gamble, Zelma Broyhill, George Davis.
- Fifth grade: Carmine Eller, Annie Marlowe, Nina Michael, Robert Greer, Betty Holder.
- Sixth grade: Eunice Baker, Mary Brewer, Laverne Parlier, Marie Roope.
- Seventh grade: Irene Cantor, Alene Powell, Nell Gant, Ellen Jane McLean, and Bracket Parsons.

don't want to travel over the highways at full speed, but do want to travel economically."



Over-indulgence in food, drink, or tobacco frequently brings on an over-acid condition which may result in Gas on Stomach, Headache, Sour Stomach, Colds, Fatigue, Migraine, Rheumatic or Sciatic Pains. To get rid of the discomfort and correct the acid condition, take

ALKA-SELTZER

Alka-Seltzer contains Acetyl-Salicylate (an analgesic) in combination with vegetable and mineral alkalis. Your druggist sells Alka-Seltzer by the drink and by the package.

BE WISE-ALKALIZE!

Attention, Motor Vehicle Owners
Buy your 1936 License Plates at North Wilkesboro. Sales begin SATURDAY, DEC. 14th, and plates may be used immediately. Do not wait until the last days of December and be inconvenienced. Rates for private passenger cars have been reduced. No change in truck rates. Your 1935 plates are no good after midnight December 31st, 1935.
J. C. McDiarmid, Branch Manager
Carolina Motor Club. Office Cor. 9th and C Streets
OFFICE HOURS—9:00 A. M. TO 4 P. M.

Holiday Sale of . . . USED CARS!

If you feel that you are not able to buy a new 1936 Chevrolet, then come and see our stock of used cars. We have some of the best used cars we have ever offered—late models in the pink of condition—and they are priced to sell quick as we want to reduce our stock before taking inventory the first of the year. You may now own a new or good used car by making only a small down payment, the remainder to be paid on monthly installments at only 6 per cent interest through the payment plan of G. M. A. C.

HERE'S A LIST OF CARS AND TRUCKS WITH THE "O. K. THAT COUNTS" ON THEM

- 1 1930 6-W. Chevrolet Sedan
 - 1 1929 Chevrolet Coupe
 - 1 1934 Chevrolet Master Deluxe Coach
 - 2 1931 Ford DeLuxe Coaches
 - 1 1931 Ford DeLuxe Roadster
 - 1 1930 Ford Coach
 - 1 1930 Ford Cabriolet
 - 2 1934 Ford V-8 Coaches
 - 1 1935 Chevrolet Std. Demonstrator
 - 1 1935 Chevrolet Master Demonstrator
- TRUCKS—**
- 3 1934 Chev. 1 1/2-Ton Trucks
 - 1 1933 Chev. 1 1/2-Ton Truck
 - 1 1930 Chev. 1 1/2-Ton Truck
 - 1 1929 Ford 1 1/2-Ton Truck

Important Announcement
It is with pleasure that we announce the addition of Mr. L. L. Carpenter, of Durham, to our sales personnel. Mr. Carpenter will be sales manager and comes to us with twelve years' experience in the automobile business. We feel that our patrons will find in Mr. Carpenter a man who is ever anxious to be of service to them and to see that all get real values for their money and prompt, efficient and courteous service. Mr. Carpenter succeeds Mr. Joe Welborn, who is now planning to take a dealership. We regret to lose Mr. Welborn, who has proved himself to be a valuable asset to our company.

Give Something For the Car
Dad, Brother or Sweetheart will appreciate something that he can use about the car this Christmas. We have many ideal gifts for the motorists and will be glad to have you call in and obtain full knowledge of our practical gift suggestions for the car and get our low prices. Everyone who drives a car appreciates those accessories that make driving more of a comfort and pleasure.

Gaddy Motor Co.
"C" Street W. F. GADDY, Prop. North Wilkesboro, N. C.

Nerves NERVES Nerves
Dr. Miles NERVINE "Did the work" says Miss Glivar WHY DON'T YOU TRY IT?
After more than three months of suffering from a nervous ailment, Miss Glivar used Dr. Miles NERVINE which gave her such splendid results that she wrote us an enthusiastic letter.
If you suffer from "Nerves," if you lie awake nights, start at sudden noises, tire easily, are cranky, blue and fidgety, your nerves are probably out of order.
Quiet and relax them with the medicine that "did the work" for this Colorado girl.
Whether your "Nerves" have troubled you for hours or for years, you'll find this time-tested remedy effective.
At Drug Stores 25c and \$1.00.
DR. MILES' NERVINE