

GULF NEWS

Mrs. M. G. Poe, of Hamlet, attended the Grand Chapter of Eastern Star meeting in Greensboro last week, and spent Wednesday night with relatives here enroute home.

Rev. E. W. Byerly will fill his regular appointment at Bethany church, Sunday, at 11 o'clock. The quarterly conference will be held Sunday afternoon at 3 o'clock.

Mrs. C. D. Martin left Friday for Asheville, to attend the marriage of her son, Bertram, to Miss Helen Kline, of that city. Mr. and Mrs. Martin will make their home in Vermont.

Miss Virginia Poe, of Hamlet, is spending a few days with relatives here this week.

Mrs. M. J. Jourdan has returned from Elizabethtown. She attended the wedding of her grand daughter, Miss Josephine Jourdan, to Mr. William Kay.

Rev. Mr. and Mrs. Donald Melver, and son, Don, Jr., and Mrs. W. S. Lacy, arrived Monday to spend a vacation at their summer home here.

Mr. and Mrs. J. H. Alexander and little grand daughter, Johnallyn, visited Mesdames J. W. McIntyre and J. W. Cameron Monday.

Lemon Springs News.

Dr. Ray Boothe, of U. S. Government hospital, Baltimore, spent last week with his father, Mr. L. J. Boothe, here.

Dr. W. A. Seawell, of Raven, Va., visited his parents and other relatives in this vicinity last week.

Farmers are busy harvesting their grain and battling with general green in this section.

Mrs. E. C. Roberts and children have returned home after spending a week with her mother and relatives near Roxboro. Miss Hazel Roberts will remain for a month visiting.

A special program will be presented by the children and young people in connection with the service at Lemon Springs Methodist church next Sunday night, June 17th.

Most of the teachers who were teaching in other communities and counties of the State, have returned to their homes here; a few are going to summer school while others are engaged at their homes.

Mr. and Mrs. George Crisman visited in this community recently.

People are enjoying the books placed at Ferguson's Store from the Lee County library. What's better than a good book as a friend?

Mrs. Johnna Johnson returned to her home here Saturday from Florida, where she spent the winter.

Mrs. J. C. Watson is visiting relatives near Goldsboro.

Mrs. L. B. Griffin and grand daughter, Joyce Griffin, are visiting in Union County.

Mrs. Joe Hales is visiting in Greensboro.

Joe Williams died Friday afternoon at 2:30. He had been sick for the past year. All that could be done for him was done, though he was not a great sufferer the end came peacefully. He was buried at Lemon Springs Methodist church Saturday, June 16th. He leaves a wife and one daughter; father and mother and several brothers and sisters to mourn him besides a host of relatives and friends.

He had been a member of the Baptist church here since its organization, being a deacon. Pall bearers were T. M. Perry, Lester McGilvary, Roy Godfrey, Willie Holt, Martin Colp, and Ralph Rackley. Revs. A. H. Porter and E. W. Byerly conducted the services.

TO LIGHT RURAL HOMES

If the plans of Governor Ehringhaus' newly appointed Rural Electrification Committee are carried out, a great many farm homes in practically every county of the State will soon be enjoying the use of electric service for lights, irons, motors, etc.

According to David S. Weaver, agricultural engineer of State College, who has been selected by the Committee to make a survey of the State, there is a possibility of extending a great many electric lines in the very near future. Financial assistance through Mrs. Thomas O'Berry, State Relief Administrator is expected.

Local groups of farmers interested in securing this service should get together and send Mr. Weaver the following information:

- (1) The number of farmers who will actually connect to the proposed line at once.
(2) The number of farmers on the proposed line who would probably connect later.
(3) The number of filling stations, churches, schools, etc., along the proposed line.
(4) The approximate length in miles the line would have to be to serve above users.
(5) Can the "right of way" be secured without cost?
(6) Determine just what the group, as a whole, will do in the way of donating poles, labor and cash.
(7) What use of current, other than lighting would be made by the majority of farms, such as irons, washing machines, ranges, refrigerators, motors, etc.

UNDER THE BIG WHITE DOME

YOUNG BLOOD

Rexford Tugwell may head the "brain trust" or his claim that there is no such trust may be true. But Tugwell is a young man with a lot of brains, and he thinks deeply, and his desire to improve the condition of his Government has turned him into a sort of crusader. "Young Blood" seems to have a good effect on all these old politicians that one finds around Washington. Naturally the Senate ratified the appointment of Tugwell.

Uncle Sam Owes the Motorists.

Uncle Sam owes the motorists of America more than \$324,000,000 and is getting deeper into debt to them every passing month! He has spent \$1,522,872,051 on highways in the past 16 years, but has collected in federal taxes from motorists \$324,431,121 more than expended, or \$1,847,303,170.

Nearly one-fourth of these revenues has been collected through federal taxes upon gasoline in the last two fiscal years of the U. S. Government. In the last 16 years of federal taxation of motorists, as revealed by data of the U. S. Bureau of Public Roads and reports of the U. S. Commissioner of Internal Revenue, the petroleum industry's operations and products yielded virtually one-third of all revenue collected.

Federal gasoline taxes, in two years amounted to \$460,857,270, which is twice the income from any other source, with one exception, for the entire 16 years. The exception is the tax on motor cars and cycles, which produced \$556,572,608 revenue in 16 years. However, it yielded only about \$25,000,000 in the last two years, a period in which the federal gasoline tax produced \$460,857,270. The largest yield from federal taxes on cars and cycles was in 1926, yet the total that year, \$113,133,246, was substantially below the \$124,232,925 revenue obtained in the first year of federal taxation of gasoline.

An interesting disclosure in the data obtained from the Bureau and the Commissioner by the National Highway Users Conference is seen in the fact that while \$460,000,000 was appropriated to the states for highways under the National Industrial Recovery Act, only \$50,500,725 actually has been paid to the states. The balance has been "apportioned, but not paid." Another interesting disclosure is seen in the figures indicating that while the federal government, reputedly has been magnanimous in its expenditures upon federal aid highways, the total of federal aid grants for roads since 1918 have been less than half the amount paid by motorists for roads, through gasoline taxes, since 1919. Total federal aid expenditures have been \$1,221,322,433. State gasoline tax collections alone have exceeded \$3,500,000,000, and the payment of federal taxes upon gasoline have lifted that total nearly to \$4,000,000,000.

Aluminum Leads the Way.

In older America iron was used in all kinds of building construction and it was the king pin among metals. Then came steel and the engineers were very skeptical about it for a time, but now bridges and buildings are built and supported by it.

Perhaps the most surprising advance made by any of the metals has been scored by aluminum which is now generally accepted on account of its strength and lightness. Its high heat lar favor for cylinder heads, pistons, connecting rods, bearings and other parts of automobiles and the Bohn Aluminum and Brass Corporation has one of the most interesting factories in Detroit. The great mass of automobile owners have reason to appreciate the value of aluminum products because they save from two to three miles per gallon of gasoline. In this day and age of efficiency that counts.

"A Rose By Any Name."

Roosevelt, the First, was a trust-buster. When Herbert Hoover was Food Administrator during the War, and afterwards Secretary of Commerce, he pushed the idea of organizing industries and he went the limit in encouraging and strengthening trade associations. The result was that he was accused with being the champion of big business monopolies, and a dyed-in-the-wool conservative. The Federal Trade Commission fought his plans for business associations and self-governed industries, such as we have today. As President, conservative Hoover continued to organize industry and agriculture, and for that purpose he secured legislation to loan Federal money to farmers, home-owners and railroads and to strengthen the "kitty" in State finances.

Roosevelt, the President, resolves the whole economic structure of the Nation into the giant NRA trust and indicates that he is emulating his progressive namesake, and predecessor who was President "b. w." before the war. He uses all the Hoover blueprints as patterns for his skyscraper trusts.

The only leaders in Congress who hold back on the new deal are the conservatives - maybe they think Roosevelt is too conservative. The "progressives" of both the old parties are enthusiastically supporting the President - perhaps because they have taken a tumble to themselves and dis-

covered that Hoover conservatism plus Roosevelt wings to make flying easier, is real progressive stuff. Conservative? Progressive? Or is it the same old rose? You can name it!

Making Children Happy.

The editor of a seaside newspaper suggests that the heights of happiness are about to be realized at the "ole swimming hole." He must be past middle age, because he says that if the weather is a little bit cool that older folks should stand back and let children have the first plunge. It's nice to take children to picnics and to the circus - grand old alibis that still sound reasonable. Recently 500,000 children went to the World's Fair in Chicago - oh girls what a day it turned out to be.

Now the children may all go to Atlantic City as guests. All they have to do with their parents is to bring them along and let them pay their own way, but that isn't difficult in the New Jersey resort where rates are reasonable. Children's Week will be observed June 30 to July 8, inclusive, when boys and girls everywhere, un-der twelve, has brought it into popular view, accompanied by an adult member of their family and registered at a co-operating hotel, are invited to be guests of Atlantic City.

Hotels, restaurants, entertainments, piers, sail boats, rolling chairs, swimming pools and many other delightful opportunities for comfort, pleasure and enjoyment become part of the hospitality to be extended to the little guests.

It will be a magic week, never to be forgotten - fun a plenty and health benefits, too! . . . better than Alice in Wonderland and Arabian Nights combined - or at least much more real.

It is planned that authors of favorite juvenile books, illustrators, "funny paper" artists, juvenile movie stars, creators of animated cartoons, and the radio favorites of the children will be on hand to greet them. There will be beach games and supervised ocean bathing, special musical features, a Fourth of July parade, church day, fireworks display, sailing trips and ever so many things to make it the finest kind of party for all little folks; and older folks as well. Children's Week Committee in the Administration building at Atlantic City is arranging all the preliminaries.

REFINANCING FARM DEBTS

Under the direction of the North Carolina Farm Dept Adjustment Commission a corps of five workers will be organized in each county at once to effect agreements between farmers and their creditors thereby clearing the way for refinancing farm debts through the Federal Land Bank of Columbia and relieving a situation that heavily oppresses many farmers of this state.

The commission named by Governor J. C. B. Ehringhaus to head up the work in this state is familiar with the plight of the mortgaged-burdened farmer and of his creditor. Lionel Weil, of Greensboro, elected chairman at its initial meeting, is a farmer and a merchant. Former Lt. Gov. R. A. Doughton, of Sparta, vice chairman, is a lawyer and farmer. Other members of the commission are J. L. Skinner of Littleton, president of the County Commissioners Association; Millard F. Jones, of Rocky Mount, president of the State Bankers Association; H. A. Millis, of High Point, manufacturer; Julian Price, of Greensboro, insurance company executive; M. O. Blount, of Method, and J. Allen Taylor, of Wilmington.

Dr. G. W. Forster, State College Agricultural Economist, has been named as secretary of the commission. He will begin at once to assemble the corps of workers needed for each county to carry on the work. These workers will be asked to serve without pay in bringing together debtors and creditors.

Since Federal Land Bank loans are made for only 50 per cent of the appraised value of farms and lands of the land bank commissioner for only 75 per cent, there are many instances where these loans cannot be large enough to retire all outstanding mortgages. The workers will seek to secure agreement between debtor and creditors that will enable farmers to retire mortgages with the amount of the loan.

Benefits expected to accrue from the adjustment of farm debts are: (1) The retention of their land by the present owners; (2) the maintenance of good family life; (3) putting of money into circulation in the state and (4) creation of a better spirit between creditor and debtor classes.

A state wide campaign will be conducted to acquaint the farmers and their creditors with the purposes and benefits of the debt adjustment plan.

According to W. Kerr Scott, former Master of the State Grange and now a representative of the Farm Credit Administration, who is developing the work of the debt adjustment commissions, around 20 to 30 per cent of the total outstanding mortgage indebtedness in North Carolina is subject to work of the Farm Debt Adjustment commission.

FEDERAL LAND BANK BONDS TO BE RETIRED

The Federal Land Bank of Columbia, has been advised by Governor W. I. Myers, of the Farm Credit Associ-

ation, that plans have been completed by the twelve Federal Land Banks of the country for providing funds for the retirement of approximately \$131,381,000 of Federal land bank bonds representing all the outstanding issues bearing 4 3/4 per cent interest. These bonds have been called for payment July 1.

A group headed by Alex. Brown & Sons, of Baltimore, composed of the following managers, will shortly offer on the part of the Federal land bank bonds bearing 4 per cent interest: Alex. Brown & Sons; the Chase National Bank of the City of New York; Brown, Harriman & Co. Inc.; Guaranty Trust Co., of New York; the National City Bank of New York; Edward B. Smith & Company; the First Boston Corporation and Lee Higginson Corporation.

The new bonds which will be offered at a premium will mature in 12 years, will be callable after ten years and will carry the same tax exemptions as the called bonds.

According to Governor Myers the refunding of the outstanding 4 3/4 per cent individual land bank bonds with consolidated 4 per cent issue will effect an interest saving of \$985,000 a year. He also states that the banking group in charge of the sale of the new issue will give preference, so far as practicable, in the allotment of the new bonds to holders of the called issue who give notice before the closing of the subscription books of their desire to tender their bonds toward payment of the subscription price of the new issue.

The issues that have been called for redemption July 1, 1934, comprise the following: \$43,284,360, dated July 1, 1923, due July 1, 1933. \$55,789,200, dated January 1, 1924, due January 1, 1934. \$32,308,230, dated July 1, 1924, due July 1, 1934.

The called bonds may be presented for redemption at any Federal Reserve Bank or branch thereof.

ORIGIN OF THE CHEVROLET 1934 BLUE FLAME ENGINE

How W. S. Knudsen's desire to possess a phenomenally powerful but compact engine for a small racing boat resulted in the discovery of new principles of combustion control that are now reflected in improved automobile performance has been told finally by Alex. Taub, internationally known as an authority on internal combustion engines. He related the story at Detroit recently in an address outlining 1934 automotive developments, as an illustration of how engineers meet demands for the seemingly impossible. "In 1931," said Mr. Taub a member of the Chevrolet experimental en-

gineering staff, "William S. Knudsen, then president of Chevrolet, requested the engineering department to design an engine of only 150 cubic inches that would develop 85 horsepower, for installation in a 17-foot racing boat. The order was a tall one, since at that time the standard Chevrolet engine was of 194 cubic inches displacement and delivered 65 horsepower. To obtain 54 per cent more horsepower with 22 per cent less displacement looked like an almost impossible job.

"However, Mr. Knudsen insisted that nothing but an engine designed by his own engineering staff would suit him, but he added one of his characteristic remarks: 'You fellows go ahead, and remember that you are dealing with a man who is accustomed to disappointments. Do what you can.'

"We got busy seeking to find out how we could get what Mr. Knudsen wanted, and out of our efforts came a new principle of cylinder-head design and fuel combustion control. Instead of 85 horsepower requested, 88 horsepower was obtained. Based on its cubic inch displacement that little motor was the equal of any non-supercharged aviation engine in use today.

"These results were so gratifying that we immediately planned to adopt the new principles for Chevrolet engines. Having discovered a principle that would give 88 horsepower with only 150 cubic inches displacement, it was comparatively easy for us to obtain 80 horsepower with 206 cubic inches; that is, with only 12 inches additional displacement, we gained 25 more horsepower. This engine, which we called the blue flame engine because of the characteristics of its fuel combustion - was introduced with our 1934 models. Yet, in the fall of 1932, when dealers came to the proving ground to have their first look at the 1933 cars, a Chevrolet with this blue flame engine was chasing around the track at 80 miles an hour. We had the job ready then, but nobody outside our own organization knew it, we were ready a year ahead of time - and that is an illustration of what we call 'long distance' engineering.

"In our present engine we have 23 per cent more power and 12 per cent better economy at touring speeds, through new principles in cylinder head design possible only with overhead valves. This power plant, however is by no means the limit of a motor of its type - because this construction has given us a new concept of what can be done with a valve-in-head engine.

"Long distance engineering is one of our fixed principles. We design our engines far enough ahead so that we always have next year's engine 'ready to go.' We know now what we are going to do in 1936; we must

know, to be certain we are right when the time comes."

JOSEPH J. WILLIAMS.

Joseph J. Williams died at his home near Jonesboro, last Friday, after a lingering illness. The funeral was held at Lemon Springs Baptist church Sunday afternoon, conducted by his pastor, Rev. A. H. Porter, of Bonlee. Burial was in the church cemetery. Mr. Williams was a deacon and an active member of the church. He

died at the age of 81 years, and was a promising young man. Surviving are his wife, one daughter, Louise Williams, his parents, Mr. and Mrs. John Williams one sister, Miss Amanda Williams, and two brothers, Louis and Alton Williams.

DON'T FORGET the location; Next to the National Bank of Sanford - PORTER'S BARBER SHOP - Barbers: S. D. Porter, Oscar Porter, Marvin Gaster, N. J. (Shorty) Dickens.

NOTICE!

TO TAXPAYERS OF LEE COUNTY.

THE BOARD OF COMMISSIONERS OF LEE COUNTY WILL SIT AS A BOARD OF EQUILIBRATION AND REVIEW, on MONDAY, JUNE 18, 1934, AT 10 O'CLOCK A. M., as required by law, to hear any complaints as to valuations, and continue from day to day until all complaints have been considered

John W. McIntosh, Clerk to Board.

BOYS

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-SCIENTIFIC AMERICAN

READ the above statement again. It seems strange. Yet no truer words have ever been written. If all impurities were eliminated from the soil, no man, no beast, no living thing, could stay alive.

Chilean Natural Nitrate, for many years, has stressed the importance of its Nature-given impurities. This magic plant food is the only nitrogen that comes from the ground. It is the only nitrate that contains Nature's blend of rare elements. . . Nature's own balance of vital impurities.

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