

BUSINESS AND BANKING CONDITIONS BETTER

Tension In Banking Has Relaxed Materially Within Past 30 Or 40 Days—Acts Of Congress Have Aided In Restoring Confidence—Bank Examiners Make Good Reports.

It is a relief to the public generally to know that business and banking conditions in North Carolina are taking on a much more hopeful prospect than that of some months since. Tension is relaxing rapidly, it is believed by those in position to know. Bank failures are no longer reported daily and those banks which came through all right are even stronger and better prepared for emergencies than ever before. Moreover, quite a number of the banks which closed are re-opening or will re open in the near future.

State Bank Commissioner Gurney P. Hood says:

"The tension that has existed in the banking business for many months has relaxed materially within the past 30 to 40 days and the bankers are more encouraged than they have been in a long time." Commissioner Hood said. "Part of this has been due the enactment of the law creating the Reconstruction Finance Corporation which is going to be of great benefit to the state. The situation has also been helped by the likelihood that the bill by Senator Glass, liberalizing some of the Federal Reserve Bank regulations, will be enacted.

"The thing that is making me feel more certain than ever that the situation has changed and that conditions are improving, are the reports we are getting from our bank examiners who have been examining the smaller banks in the rural sections of the state. I received one report from an examiner just a day or so ago, who had just completed an examination of a small bank in which the examiner stated that the bank was in excellent condition, the man in charge of it entirely capable and trustworthy and that the bank was doing a good and prosperous business. The same report has been made concerning many of the smaller banks, indicating that people have largely regained their confidence and that business is going ahead again."

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HAS THE LAXATIVE IN YOUR HOME A DOCTOR'S APPROVAL?



Some things people do to help the bowels whenever any bad breath, feverishness, biliousness, or a lack of appetite warn of constipation, really weaken these organs. Only a doctor knows what will cleanse the system without harm. That is why the laxative in your home should have the approval of a family doctor.

The wonderful product, known to millions as Dr. Caldwell's Syrup Pepsin is a family doctor's prescription for sluggish bowels. It never varies from the original prescription which Dr. Caldwell wrote thousands of times in many years of practice, and proved safe and reliable for men, women and children. It is made from herbs and other pure ingredients, so it is pleasant-tasting, and can form no habit. You can buy this popular laxative from all drugstores.

J. A. HIGHFILL AT DANUBRY

Spoke To Farmers Last Saturday On Co-Operative Movement—Another Meeting To Be Held At Danbury On the First Monday of March.

J. A. Highfill, farmer and business man of Winston-Salem, who is greatly interested in the co-operative movement for farmers in this section, addressed an audience of farmers on the subject at Danbury Saturday. Notwithstanding the fact that the attendance was not large, the enthusiasm was strong among those farmers in attendance, and they promised to bring their neighbors out to the next meeting.

County Agent J. E. Trevathan was present and offered to lead the movement in the county. This was given unanimous consent.

The next meeting of farmers looking to the completion of an organization will be held at Danbury on the first Monday in March. At this time it is hoped to have one or more good speakers present, and farmers are urged to attend and bring their neighbors along.

Americanism; Squad of Boston police armed with sawed-off shot-guns guarding funeral of two slain gangsters.

PINNACLE HAS NEW INDUSTRY

Independent Tobacco Company Starts Manufacture of Smoking Tobacco—Personal Items of King.

King, Feb. 24.—Raymond Kiser, of the United States Army, stationed at Fort Bragg, is spending a 30 days furlough with his parents, Mr. and Mrs. Eynest Kiser.

The town of Pinnacle has a new manufacturing enterprise, a new tobacco factory operated by the Independent Tobacco Co. They have started the manufacture of a granulated smoking tobacco. The brand making its appearance in King is "Honey Dew." It is presumed that they will add other brands later.

Perry B. Turner and Attorney Piercecon Rumley, of Winston-Salem, were here on business Saturday.

The home of Mr. and Mrs. John C. Jones was made happy Saturday by the arrival of a new baby girl.

E. P. Newsum, Mr. and C. R. Newsum, Mr. and Mrs. P. H. Newsum, Mrs. C. S. Newsum, Misses Thelma and Dorothy Newsum, W. T. Newsum, Newel Newsum, Charie Ross Newsum, all of King, and Mr. and Mrs. W. G. Tuttle and T. D. Tuttle, of Rural Hall, and Mr. and Mrs. E. F. Walker, Miss Mae Walker and little Miss Elizabeth Walker, of Pinnacle, all spent the day Sunday with Mr. and Mrs. Wilburn Shouse at Rural Hall.

H. W. Slate, of Winston-Salem, spent the week-end here the guest of his parents, Mr. and Mrs. Coy D. Slate.

DEMOCRATS RESENT REPUBLICAN METHODS

Efforts Of Republicans To "Build Up" President Hoover For Presidential Campaign Have Brought Retaliation From Democrats—Have Voted With Republicans On Relief Measures.

Miss Clara Pulliam, of Greensboro, and Miss Erle Pulliam, of Winston-Salem, spent Sunday with relatives here.

William H. Holder, who has been on the sick list for the past few days, is able to be out on the street again, his many friends will be glad to learn.

Benjamin S. Atwood, of Sparta, is spending a few days with his parents, Mr. and Mrs. S. U. Atwood, on Depot St.

Calvin Sprinkle, of Winston-Salem, was among the business visitors here Monday.

S. P. Christan spent a short while in Winston-Salem Tuesday.

Announcement.

To the Votes of Stokes County:

I hereby announce my candidacy for the House of Representatives in the next General Assembly, subject to the action of the Democratic primary.

I take this method of informing my friends and assuring them that any favors shown me will be appreciated.

E. W. CARROLL.

According to dispatches from Washington this week the Democrats are getting angry over the methods being used by the Republicans in trying to "build up" President Hoover for the presidential campaign.

The reconstruction measures of the White House which have been brought up in Congress have been voted for almost solidly by the Democrats, while the credit expansion bill known as the Glass-Steagall bill was introduced and steered through both houses of Congress by Democrats.

The United Press sends out the following on the subject:

Whatever liability the depression has been to President Hoover it has saved him from a good deal at the Democrats' hands. The La Follette-Costigan direct unemployment relief bill was killed with the help of Democratic leadership.

Thus far the reward of the Democrats — except for two choice appointments on the reconstruction corporation board — has been virtue's own reward and the privilege of listening almost every evening to radio speeches by Republicans which laud the President's reconstruction program, and ask why the Democrats had no program to offer the country.

They are beginning to feel bitter about this. Instead of drafting their own economic program and precipitating endless fighting in Congress over rival party plans, they have operated in supporting administration measures, most of which were worked out in conference with Democrats. Naturally they grow angry when a Republican speaker claims all the credit on behalf of the administration. Mr. Hoover has been scrupulous to emphasize that the reconstruction program is nonpartisan. But this is too fine a line for most of the Republican speakers to draw.

Democrats have been good boys about as long as they can stand it. They have got out their paddles for the administration. They started in with them this week. There will be more of it as the presidential campaign progresses.

NOTICE OF ADMINISTRATION.

Having duly qualified as administrator of the estate of M. E. Garner, dec'd, of Stokes county, all persons having claims against the estate hereby notified to present same to the undersigned before Feb. 25, 1932. Notice will be pleaded to their recovery. All persons indebted to said estate are requested to make immediate payment to me.

This Feb. 25, 1932.
A. E. GARNER
Administrator

P. O.: King, N. C.
H. H. Leake, Atty.
Paul von Hindenburg leader and president of German republic will run for another term, announced London.

MILLIONS



FOR PUBLIC SAFETY

SAFETY is the dominant characteristic of American railroads. Their remarkable progress and unprecedented records in every phase of accident prevention and safety within their jurisdiction are recognized as outstanding achievements. In striking contrast to this progress and in the face of expenditures of approximately \$30,000,000 annually by the carriers for their elimination, highway grade crossings have been increasing at the rate of nearly 650 a year, due to the opening, by the public and public authorities, of new highways and streets across railroad tracks at grade.

The Norfolk and Western long ago recognized the gravity of the highway grade crossing problem, and in the interest of public safety has spent millions of dollars for the elimination and protection of dangerous crossings on its lines. The record, of which the railroad is justly proud, speaks for itself:

During the past ten years 146 crossings have been eliminated from the railroad. As its share in the cost of this elimination, the Norfolk and Western has expended \$3,300,000. And in its efforts to safeguard the thousands who cross its tracks at grades, the railway has provided protective devices at 264 highway grade crossings at an outlay of \$700,000. For the maintenance of these devices and the pay of gatemen and watchmen, it spends approximately \$200,000 annually. It is a matter of much gratification to the Norfolk and Western to know that these huge expenditures, the policy it pursues in the treatment of applications for the opening of new cross-

ings on its line, and its intensive and unremitting efforts to prevent crossing accidents, have brought concrete results.

In spite of an annual average increase of 650 in the total number of grade crossings in the United States, there were 64 less grade crossings on the Norfolk and Western on the first day of 1932 than on the same date five years ago. In spite of the fact that grade crossing accidents throughout the country decreased about 13 per cent during the first nine months of 1931 as compared with the same period of 1930 (the latest available figures), such accidents on the Norfolk and Western were 49 per cent less in 1931 than in the previous year, while crossing fatalities on the railway decreased 45 per cent. During the same period the number of automobiles driven into the sides of trains decreased 58 per cent, and the number driven through gates after they had been lowered for approaching trains, declined three per cent.

The Norfolk and Western is glad that it could cooperate with the public in the elimination and protection of grade crossings on its lines, but the Norfolk and Western and the other railroads of the nation alone cannot solve the grade crossing problem. It is essentially a "social problem" and its solution rests primarily with the public. Public authorities must rigidly restrict the opening of new highways and streets across railway tracks; and the public must realize that the real menace of the grade crossing is not the unexpected approach of the train, but the carelessness of the automobile driver.



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