

MRS. BOTHENIA LLOYD

After an illness of several months Mrs. Bothenia Lloyd, 93, of Youngs ville, Route one, died Wednesday afternoon at the home of her son, W. L. Lloyd. She was a native of Halifax county, Virginia and the wife of the late Sam Lloyd who preceded her in 1880.

Funeral services were held Thursday afternoon at the home of Mr. Lloyd near Mitchell's Mill, with the Rev. A. D. Parrish of Zebulon officiating. Burial was in the family cemetery.

The many floral remembrances proved the esteem in which Mrs. Lloyd was held by countless friends. Flower girls were: Lossie Anderson Vera Belle Lloyd, Kathleen Pegram, Virginia Lloyd, Delores Lloyd, Ella Sue Richards, Margaret Lloyd, Helen Richards, Elsie Johnson, Sue Lois Perry, Vernie Lloyd, and Doris Richards.

Active pallbearers were: Throdie Lloyd, Richard Lloyd, Claudia Lloyd, Robert Lloyd, Jr., Morrice Lloyd and Eunice Richards.

Surviving are two sons, Robert Lloyd of Stantonsburg, W. L. Lloyd of Youngsville Route one; one daughter, Mrs. Annie Lloyd of Youngsville, thirteen grand children and eighteen great-grand children.

ALUMNI MEETS

On May fifth at two o'clock was the greatest time of all 1937 commencement to me. We old graduates of Wakelon from the classes of 1911 to the recent class were called together in the auditorium by Supt. E. H. Moser. We forgot our wrinkles and gray hairs. When he called our memory back to the time when we were only happy girls and boys in school. For 26 years it's been "Dear Old Wakelon" to me. I am too proud to say all my children are going through Wakelon under Supt. Moser, and they like the heritage of it too.

When our high school building was burned, the school's record and history were destroyed, so we are registering anew.

We organized with Mrs. Thelma Holliday Nipper, President, Raleigh Mrs. T. C. Pippin, Vice-Pres., Zebulon; Mrs. Lester Green, Sec., Zebulon.

(Signed) Mrs. Henry Hood

FOREST ALFORD

Final rites were held Friday for Forest Alford, 21, who died in Rex Hospital at Raleigh, Thursday of injuries sustained in a fall 5 weeks ago. Services were conducted from the home of his parents, Mr. and Mrs. M. S. Alford, by the Rev. J. B. Ferrell, assisted by the Rev. R. H. Herring. The Junior Order officiated at graveside services in the Zebulon cemetery.

In addition to his parents, the widow and son survive.

Active pallbearers were Claude Winstead, Douglas Finch, Robert D. Massey, Melvin Massey, Clarson Carter and Wallace Chamblee.

Honorary Pallbearers: M. W. Page, Fred Page, Ed Rawls, Graham Conn, S. T. Read, J. A. Young, Albert Pulley, C. B. Eddins, Dr. C. E. Flowers, Herman Martin, William Lee and E. C. Bissette.

Friends of the family served as flower girls.

CARD OF THANKS

The wife and family of Mr. Forest Alford wish to express their deepest appreciation for all the people of this town and community have done for us and him during his illness and death.

SPANISH WAR

The Spanish War does not seem to be presenting any attractively thrilling incidents. They do not appear to have any San Juan Hills over there, or any midnight rides on a letter day, Paul Revere, and

it is too late in the year to effect surprises by crossing some Spanish Delaware through the ice. The newspaper reader has to be content with such bald statements as that eight hundred refugees are massacred, and that does not mean much to a reader thousands of miles away, with a sea intervening. Anyhow, as a scientist observed when the human kind was under discussion, "it is a plentiful species." There is not much about the Spanish Civil War to give rise to hand clapping and popular acclaim of the kind that attended the sinking of the Merrimac by Commander Hobson in Havana harbor, but after looking over the prosaic accounts of what is going on in Hispania, there comes to mind the conclusion that when Gen Sherman said that war was hell, he had no particular period of history in mind.

BILLIONS OF PRIVATE DOLLARS

In reviewing the experience of the railroad industry last year, the Association of American Railroads says: "The railways in 1936 made a definite contribution to national recovery. The larger expenditures of the railway industry in that year meant more money put into circulation, more men employed and more orders for factories and mills. To place any brake upon this movement in the near future, by means of burdensome legislation or otherwise, would mean a definite backward step on the pathway to normal business levels."

The figures tell the vital story of the rails' economic contribution to employment and the general national pocketbook. Last year cost \$159,000,000 for equipment—more than twice as much as in 1935. They spent almost \$140,000,000 for roadways and structures—as compared with less than \$109,000,000 in 1935. They spent \$803,000,000 for fuel, materials and supplies—\$210,000,000 more than in 1935.

Their total expenditures for capital improvements, roadways and materials, supplies and fuel reached the gigantic figure of \$1,100,000,000. The effect of this was felt

in thousands of individual plants and factories. It was felt, indirectly, in employment in every state, and in the general spending power. It was felt by corner grocery stores no less than by great manufacturing corporations. The stand taken by the Association of American Railroads is sound. Permitted to go ahead normally and without legislative hindrance, the railroads will continue to expand and spend at an accelerating rate. Their own employment rolls—now numbering more than \$1,000,000 people—will grow, as

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