

COMMUNITY CORRESPONDENCE

PLEASANT HILL

Mr. and Mrs. Delma Whitaker, Helen Catlett and Armstead Henderson went to Hickory and Asheville Saturday.

We are sorry Mrs. Addie Whitaker is sick.

We are also sorry to hear Mrs. Bennie Weathers' mother, Mrs. Emma Scarboro is real sick at Mr. Bennie Weathers'.

Miss Shirley Starnes and her sister of Durham spent the week end at Carolina Beach.

Mr. and Mrs. I. B. Richardson, Jr., of Zebulon spent Sunday at Mrs. H. G. Hood's. Mr. I. B. Richardson and children were visitors there in the afternoon.

Mrs. E. W. Hood, Mr. and Mrs. H. A. Hodge and Mrs. H. E. Whitaker were visitors at F. S. Hood's near Zebulon Thursday.

Mrs. T. Y. Puryear, Mrs. O. W. Thorne and Mrs. L. H. Williford of Bethany called a short while at Mr. Mack Pate's of Union Chapel Sunday afternoon.

Mrs. Bertie Carter and children, Mrs. Pressie Wood and Mr. Milard Jeffry went to White Lake Sunday.

Mrs. A. O. Puryear spent Saturday night with her mother, Mrs. Almus Weathers.

Mr. and Mrs. Hardy Flowers and children of Rocky Mount spent a short while at O. W. Thorne's Sunday afternoon.

Mrs. Charlie Jones of Knightdale visited her mother, Mrs. H. H. Hood, Saturday.

Mrs. L. L. Browning and little son, Lee, Mr. Worth Johnson, Miss Viola Richardson of Raleigh spent Friday with Mrs. T. Y. Puryear.

PILOT

Miss Cherry Pearce of Raleigh spent the week end at home with Mr. and Mrs. Clyde Pearce.

Mr. and Mrs. Alton Pearce of Norfolk, Va., spent this week end with Mr. and Mrs. Gus Pearce.

Mrs. Bert Richardson of Fayetteville spent Saturday afternoon with Mrs. Rona Cone.

Miss Roberta Brantley of Wake Forest was at home this week end.

Mr. and Mrs. Mac Hudson returned to their home in Washington, D. C., Monday after spending their vacation with Mr. and Mrs. B. B. Brantley.

Mr. and Mrs. Percy Jones of Raleigh spent the week end with Mr. and Mrs. Lonnie Jones.

Miss Lola Alford spent last week in Bunn visiting Mrs. Jerome Brantley.

Rev. Bunn of Fuquay visited in the community last Tuesday and was here Sunday for the Missionary Union meeting.

Mrs. Hester Brantley organized a Sunbeam group at the church Saturday afternoon.

Several farmers sold tobacco in Clarkton last week.

Mr. J. M. Stallings left Tuesday to attend the State Convention of County Commissioners in Asheville.

Mr. George Pearce of Raleigh was at home this week end.

The Fourth district Missionary Union met here Sunday afternoon.

We have a new member of the ball club—Raymond Murray, of Spring Hope, catcher.

We defeated Warrenton Saturday afternoon here.

The schedule for this week has not been completed.

Wilkes farmers report excellent yields of oats and wheat, fine tobacco and the best corn crop in years; but cool nights and abundant rainfall has caused the cotton to be small and grassy.

THREE INGREDIENTS OF TOMORROW

There are three basic factors which always have prevailed over the centuries and which will continue to operate:

Human nature.
Human needs and cravings and aspirations.

Human ingenuity.

These three factors control life, in every nation and city and hamlet. We build great industries upon them, and support little corner delicatessen stores. We buy and sell, run great railroads and publish newspapers, till the ground and rear cities, worship God and wage wars. All existence revolves around these "human constants," to borrow a happy term from Andre Marois. They are the only windows through which we can see into the future. Through them enough light filters to guide the man who will study his times and use all his talents and ability, and every ounce of his imagination and ingenuity, to discover how to minister to the wants and needs of his fellow passengers on the voyage we call life.—Selected.

ECONOMIC HIGHLIGHTS

Happenings That Affect the Dinner Pails, Dividend Checks and Tax Bills of Every Individual. National and International Problems Inseparable from Local Welfare.

More talk is going the rounds concerning the possibility of Mr. Roosevelt running for a third term. A considerable part of the talk is based upon unfounded rumor—but there is a leavening of hard fact that points to a number of interesting conclusions.

There are various obvious barriers to any president's third-term ambitions. In the first place, the strain of the White House usually is a man-killer—as the fact that we have never had more than two ex-presidents living at one time indicates. However, in the case of Mr. Roosevelt, this is not as important as in the case of most of his predecessors—no president since his distant cousin Theodore has seemed to thrive so well on the colossal labors that fall upon the Chief Executive.

In the second place, the "no-third-term" tradition is still held by millions of voters. Various polls, such as those conducted periodically by Fortune, show that the majority of the people, including those favorable to the New Deal and the President, are generally opposed to more than eight years of office for any president.

In the third place—and this is especially true today—a president who is known to be seeking a third term cannot help but meet stiff opposition within his party ranks. Many senators, governors, government officials and others envisage themselves in the role of national leader. They seek the mantle of greatness. And while they will not, for the most part, openly oppose an incumbent's third-term ambitions, they will usually pull all the strings they can, privately, to make it impossible.

Looking at the other side of the picture, there are valid reasons to indicate that Mr. Roosevelt has an excellent chance to run again for his office—whether he seeks it or is drafted by his party. The New Deal is very largely a personal thing—and the dominant personality is Mr. Roosevelt. He has his satellites and official followers, of course, but none of them loom large enough in the public eye to be first-rate presidential candidates. All the talk centers around Mr. Roosevelt. He gets the blame and the

praise for everything the government does. No man in his party stands out, for example, as Hoover did when Coolidge was President. His cabinet seems to contain no one, with the possible exception of Secretary Hull, whose advancing years practically preclude his candidacy, who could be counted upon as a dependable vote-winning standard bearer for the Democratic party.

Governor McNutt has the personality, many believe, and he apparently wants the nomination—but it is also believed Mr. Roosevelt opposes him. There is talk about Postmaster-General Farley—but Mr. Farley, so far as is known, has no economic or social philosophy. It is generally thought that he would work as hard for a conservative president as he does for Mr. Roosevelt. Mr. Farley's dominant characteristic is loyalty, to whoever is head of the party he belongs to.

Most important of all is this question: Does the President want a third-term? He hasn't said yes. Mrs. Perkins recently made headlines when she recounted how she had asked the President the question—and said that he looked thoughtfully out of the window, smiled, and gave no answer. And he hasn't said no. There is a sound reason for this, even if he doesn't seek the nomination. If he declared himself out of it, the party would fairly seethe with efforts of Democrats to put themselves forward. By saying nothing, he keeps his party control—and at the same time keeps his underlings on tenterhooks.

It is a reasonable supposition, held by the best-informed commentators, that the President hasn't yet made up his mind. The question of precedent doesn't worry him—as he often says, he has shattered more precedents than any president, and he prides himself on it. And there seems to be no problem of physical capacity—his health and energy always astound White House attaches. Thus, the view is growing that it all depends upon conditions two years from now—that if the time seems ripe, Mr. Roosevelt will run again, and that if it doesn't, he will retire and dictate the choice of his successor for the nomination.

The business outlook continues to improve. As one business magazine puts it, "Prospects of a business revival were never better."

The lift in the stock market has

been sustained—which has confounded some of the experts, who at first regarded it as a minor and temporary flurry.

The summer business decline was less severe than many anticipated, and the ground lost by seasonal change is being rapidly regained in most lines. Steel operation has made important gains. Electric output is getting closer to last year's record levels. Even car-loadings are improving—though the railroad problem gets worse, rather than better.

Raw material prices are stable, with the tendency slightly upward. This means big buying—rising markets always cause buyers to jump in, for fear of higher prices still. All in all, the favorable signs outweigh the unfavorable so far as the near future is concerned.

WANTED

Corn, Shelled, Sacked — 20 M Riven Tobacco Sticks for Sale.

A. G. KEMP—ZEBULON, N. C.

The Butcher Boy

HERE IS THE WELCOME DINNER BELL— THAT ALL FOLKS LOVE TO HEAR SO WELL!



DON'T YOU LIKE TO HEAR THE DINNER BELL ringing when there's a choice, savory, full-flavored roast or steak awaiting you? Or, perhaps you're fond of a nice, thick chop? In any event you should make this market your meat headquarters.

Even in hot weather you need hearty food, if you work. Not for laborers the dainty sandwiches and salads that are recommended for idlers during the summer. Eat plenty of leafy vegetables and fruits, but be sure to dine fairly often on good meat, if you would keep up your strength. We have the best in variety and quality.

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"Squads right!" "Squads left!", the orders come, As snappy as the beat of drum. With horror does the leader see No one where Elmer's s'posed to be. Desert he did not mean to do But merely went to see what's new

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THE NEW 1938 EDITION GOODYEAR G-3 ALL-WEATHER Built for 1938 DRIVING NEEDS

Have the priceless protection of this great new Goodyear tire — enjoy the thrill of having all its thick, tough, springy new rubber under you — and say good-bye to tire troubles.

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GOODYEAR SPEEDWAY A big, husky, long-mileage tire priced really low! AS LOW AS \$5.85

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New one-piece construction saves on gas and oil, gives more mileage with less drain on battery.

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