

At the CAPITAL

By M. R. Dunnagan, The Pilot's Raleigh Correspondent

Superior courts in the 100 North Carolina counties disposed of 16,810 criminal cases during the fall term of 1928 and the spring term of 1929 and 15,732 cases during the fall term of 1929 and the spring term of 1930, according to the biennial report just issued by Attorney General D. G. Brummitt, whose office is required to consolidate this criminal information.

The report for 1922-28 shows that of the 16,810 cases disposed of, 10,422 were of whites, 6,321 negroes, 65 Indians and two corporations, and that 15,848 were males and 960 females. Of this total, 11,946 were convicted, 1,888 acquitted, 2,883 nolle prossed and 93 otherwise disposed of. The 1929-30 report shows that of the 15,732 cases, 9,770 cases were whites, 5,904 negroes, 56 Indians and two corporations, and that 14,794 were males and 936 females. Of this total, 10,943 were convicted, 1,980 acquitted, 2,733 nolle prossed and 71 otherwise disposed of.

The report gives Moore county 52 cases for 1928-29 and 54 cases for 1929-30. The 1928-29 report shows 30 whites and 22 negroes; 48 males and 4 females, and the dispositions as follows: 38 convicted, 9 acquitted, 5 nolle prossed and none otherwise disposed of. For 1929-30 the report shows 30 whites and 24 negroes; 54 males and no females, and the disposition as follows: 40 convicted, 9 acquitted, 5 nolle prossed and none otherwise disposed of.

North Carolina's departments, institutions and agencies, with few exceptions, are asking for maintenance appropriations for the next biennium in excess of those given by the 1929 General Assembly, in their appearance before the Advisory Budget Commission, which ended its hearings, lasting a week, on Monday of this week. This commission goes over and pares down requests, recommending appropriations to the next General Assembly. Its recommendations will have "economy" as the key word, in order to meet the reduced revenues, due to the business depression.

The 28 State institutions are asking for about \$6,000,000 for permanent improvements for the next two years, as compared with more than \$11,000,000 asked and less than \$2,000,000 granted in 1929. The commission probably will hold these recommendations down to about \$500,000, and then only for emergency uses, required by fires, unsafe buildings and such emergencies.

Complete figures on votes for State officers in the recent election, gathered by R. C. Maxwell, secretary of the State Board of Elections, complete but not official, show that for United States Senator, Josiah W. Bailey received 323,824 votes and George M. Pritchard 209,990 votes, Bailey's majority 113,834; for State Treasurer, Nathan O'Berry 330,833, and I. C. Greer 195,592, O'Berry's majority 135,241; for Corporation Commissioners, full term, George P. Pell, 331,296, and J. T. Prevett 195,382, Pell's majority 135,914; for unexpired term, Stanley Winborne 330,377, and B. C. Campbell, Winborne's majority, 134,947.

Mr. Bailey's vote ran about 7,000 behind that of others on the Democratic ticket, and Mr. Pritchard's nearly 14,000 ahead of others on the Republican ticket, resulting in Mr. Bailey's majority running beyond the rest of the State ticket 21,000 or 22,000 votes.

The referendum authorizing the General Assembly to issue a second two million dollars in bonds as a fund to lend to World War Veterans for purchase of homes or farms was carried by a good majority, while the three amendments to the Constitution were lost, although complete returns are not yet in.

State Republican headquarters spent almost \$2,000 more than did the Democratic headquarters in the recent campaign, according to statements filed with the Secretary of State.

Democratic Chairman O. M. Mull reported that he spent for headquarters and in funds to county organizations a total of \$15,812.83 and that he has a balance of \$80.54 in the treasury. Republican Chairman J. S. Duncan reported that he had received \$17,718.69 in contributions, but of which \$875 was borrowed on a note and that he had left \$513.92, which, if applied on the note, would leave a deficit of \$361.08.

Governor Gardner has declined to call a special session of the General Assembly in December, as requested in a petition presented by officers of the N. C. Tax Relief Association, on the ground that it would interfere

with preparations for the regular session in January and would result in two sessions, without adequate, organized preparations for either. "I have reached the conclusion that it would not be wise nor in the interest of the public welfare to call the General Assembly into extraordinary session in December, and therefore cannot comply with the request made in the petition," Governor Gardner stated, after saying he had given the matter and the facts presented serious consideration.

Although Chairman R. A. Daughton does not look with favor at the proposal to increase the gasoline tax from five to six cents a gallon, he is frank to admit that he can see no other way by which the State Highway Commission could take over and maintain the 45,000 miles of highways in the 100 county systems in the State, thus taking this burden from property taxes.

The last General Assembly added one cent to the gasoline tax, bringing in about \$2,500,000 and appropriated \$500,000 additional, the \$3,000,000 going to the counties to maintain roads and pay off road bonds. If another cent should be added and another \$500,000 allotted to the counties, the \$6,000,000 would be sufficient to maintain the 45,000 miles of county roads at their present standard and at about 75 per cent of the present cost, Chairman Doughton thinks.

This would enable the State to take all the road maintenance cost from the counties, except administration costs, but the proposal will meet with strenuous opposition from the nearly half a million automobile owners, who would pay the shifted tax.

The State Department of Education has added \$1,000,000 to the State equalizing fund, making it \$7,500,000, in its request presented to the Advisory Budget Commission, for appropriations for the next biennium. If this amount is recommended by the commission and appropriated by the General Assembly, it will add more than 15 per cent to the amount the State is now paying toward the operation of the schools in the 93 participating counties. The amount was doubled by the last General Assembly, increased \$1,500,000 a year from the \$5,000,000 recommended by the Budget commission.

PREPAID TICKET ORDERS WILL BE HANDLED BY SEABOARD

Effective December 1st, The Seaboard Air Line Railway will establish the handling of Prepaid Ticket Orders, which will prove a great convenience to the traveling public who desire railroad and pullman tickets be furnished to their relatives, friends, sons, and daughters, such as students attending school who desire to return home for the holidays and it will be possible to purchase a Prepaid Order from any Seaboard Ticket Agent and the purchaser mailing same direct to the person to whom the ticket will be furnished or the railroad will gladly arrange to handle by telegraph or telephone under certain conditions.

This arrangement also provides for the furnishing of a limited amount of cash and arranging pullman transportation and should prove very attractive to the numerous people who desire tickets wired to their friends, relatives, etc.

FOURTEEN AT N. C. C. W. FROM MOORE COUNTY

Fourteen Students at North Carolina college at Greensboro are residents of Moore county, according to collegiate records. The following list shows the distribution of students, among the several localities in the county:

Southern Pines, Misses Virginia Chatfield, Margaret Etta Gifford, Alice M. Stutz, Pinehurst, Misses Helen Butterfield, Elizabeth McDonald, Margaret Laivora Sally; Aberdeen, Misses Margaret and Frances Pleasants; Carthage, Miss Ruth Lang; Cameron, Miss Jessie McFadyen; Jackson Springs, Miss Evelyn Holliday; Glendon, Miss Candace Street; Hemp, Miss Aureade Fry.

NURSES UPSET IN CAR

Two nurses from the Moore County Hospital lost control of their car at the junction of the Midland Road and the Manley road one night early this week, and the car leapt into the stream which flows beneath the road at that point near the Knollwood entrance. Despite the fact that the coupe turned turtle and landed embedded in the muck, the nurses escaped injury.

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The introduction of the new Chevrolet Six marks the most impressive forward step in Chevrolet's twenty-

year record of constant progress and improvement. For this Bigger and Better Six offers new beauty, new luxury, new completeness and new quality—yet it sells at lower prices!

In every curve and sweep of Chevrolet's modern lines—in every detail of its new Fisher bodies, you will see the fine hand of the master designer and the skillful craftsman. And the more closely you inspect it, the more deeply impressed you will be.

The improvements in the new Chevrolet Six begin at the smart new chrome-plated headlamps and extend throughout the entire car. The radiator is deeper. The lines are longer and lower, giving an air of exceptional fleetness and grace. And the interiors of the new Fisher bodies provide a new degree of comfort

and luxury: greater roominess; fine quality mohair or broadcloth upholstery; more pleasing interior fittings; and a new, completely equipped instrument panel.

The chassis of the new Chevrolet Six has also been refined and advanced in a number of different ways. The frame is heavier, deeper and stronger than before. There is a smoother operating, long lived clutch; a sturdier front axle; an entirely new steering mechanism; an easier shifting transmission. In fact, every vital feature of the new car has been made better to provide more thorough satisfaction for the owner.

And along with these improvements, Chevrolet offers the smooth performance of a 50-horsepower, six-cylinder motor—four long semi-elliptic springs—four hydraulic shock absorbers—a safety gasoline tank at the rear of the car—and an economy of operation not surpassed by any automobile.

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