

ROANOKE BEACON

ANL
THE WASHINGTON COUNTY NEWS
Published Every Friday in Plymouth, North Carolina

LEE ROY HARRIS, Publisher and Editor

\$1.50 A YEAR **75¢ SIX MONTHS**
For Counties Other Than Washington, Martin, and Tyrrell
\$2.00 A YEAR **\$1.00 SIX MONTHS**

Address all communications to the Roanoke Beacon, Plymouth, N. C.
Entered as second-class mail matter at the Postoffice, Plymouth, North Carolina, under the act of March 3rd, 1887.

FRIDAY, MARCH 7, 1930

Free Government!

Only a weak people needs a dictator—Democracy is the ideal of the strong.

April 19th, 1775, our forefathers began a fight to give us a government free from dictatorship. They fought that the government of the United States might be for the people and by the people, yet as Josephus Daniels said recently it is not for the people and by the people but rather it is for the big interest by the big interest.

The American people as a whole are a strong people yet they are ruled by dictators. Big interest has swallowed up the little interest. Only now we read every day about the lobbyists who stay in our central government and have bills passed that will benefit the big interest at the expense of the individual. This is of course not supposed to be, but it is and our government is supposed to be trying to break it up.

Not only is this true of our central government, but it is true of our State government. Only last year lobbyist virtually over ran our State capitol at Raleigh. As a result of their efforts and money, many things were done and many were not done that would help the capitalists at the expense of the poor.

Who is to blame for these things occurring? No one but the masses who send weak men to represent them in their government. Every man or woman who contemplates casting a vote in the future should give his vote far more thought than he has in the past. Only about 15 per cent of the people who vote are conscientious in their vote. They don't know why they are voting as they are except that some one has talked them into voting that way or used some means of getting their vote. This is not only true of the people but it is true of our legislators and senators. They will exchange a vote with each other. One will agree to support another's bill if he will support his bill.

These conditions have existed since the beginning of our nation, and instead of getting better they are getting worse. It is time for the American people to wake up to their duty to themselves. They are asleep and while they are sleeping a few who are awake are getting rich at their expense. America offers free and equal rights to all and special privileges to none. It is high time that our people take advantage of these rights.

Rupture Shield Expert Coming to PLYMOUTH

ON
Monday, March 17th, from 10 to 4
Tues. March 18th, from 9 to noon
AT THE BRINKLEY HOTEL

Evenings by telephone appointment only
TWO DAYS ONLY
No Charge For Consultation

Mr. C. F. Redlich, the successful expert says:

The "Perfect Retention Shields" hold the rupture perfectly, no matter what position the body assumes or how heavy a weight you lift. They give instant relief, contract the opening in a remarkably short time and strengthen the weak tissues (the real cause of rupture) so that they frequently recover their previous natural retaining power, needing no further outside support. Stomach trouble, backache and constipation often caused by Rupture promptly disappear.

Truly remarkable and prompt results have been obtained not only with recent and not fully developed ruptures but also with old, long neglected ones.

Ingenious, recently perfected devices are now holding ruptures firmly which heretofore never had been retained.

No elastic belts nor filthy leg-straps are used.

I guarantee the durability of my absolutely sweat and moisture proof, sanitary appliances.

75% of ruptured children recover completely through expert mechanical treatment according to statistics.

Do not waste your money on widely advertised mail order contraptions. You cannot fit yourself.

C. F. REDLICH, Rupture Appliance Expert, Home office, 535 Boston Block, Minneapolis, Minnesota.

NOTICE OF SALE OF REAL PROPERTY

North Carolina, Washington County: Under and by virtue of the authority of sale contained in that certain Deed of Trust executed by A. L. Alexander and Wife, Sadie Alexander, to H. D. Bateman, Trustee, dated January 15th, 1927, and recorded in Book 74, on Page 407, Washington County Registry, default having been made in the payment of the note therein secured, and demand having been made upon said Trustee to foreclose said Deed of Trust, the undersigned will on Wednesday, the 19th day of March, 1930, at the hour of Twelve O'clock, Noon, in front of the Courthouse Door in the Town of Plymouth, Washington County, North Carolina, offer for sale and sell to the highest bidder for cash, subject to all prior liens, the following real property, situate in the Town of Plymouth, and described as follows:

FIRST TRACT: Situate on the South side of Main Street, fronting 101 feet on said Main Street and extending back in parallel lines 200 feet, bounded as follows, viz:

On the North by Main Street, on the East by the lands of J. M. Horton; on the South by the lands of National Handle Company and B. E. Stephenson; on the West by the lands of H. W. Latham and Goldie Davis, and known as Lot No. 94 as shown by the plat of the Town of Plymouth, and is the identical lot upon which is erected a 2-story dwelling house.

SECOND TRACTS: 15 vacant lots now owned by A. L. Alexander in that certain plat of land divided and known as the Marcia Latham place or subdivision, situate in the Town of Plymouth on the North side of the A. C. L. Railroad; subdivided by A. J. Newberry, said plat being duly recorded in the Office of the Register of Deeds for Washington County, in Book No. _____ on Page No. _____, to which reference is made for further description. This conveyance is intended to convey and does convey all the lots of said sub-division now owned by the said A. L. Alexander.

This the 11th day of February, 1930.
H. D. BATEMAN, Trustee.

Miley C. Glovre, Attorney.

DELINQUENT THIRD INSTALLMENT STREET ASSESSMENT LIST TOWN OF PLYMOUTH, N. C.

The following property will be sold in front of the courthouse, in the Town of Plymouth for delinquent third installment street assessment on Monday, April 7th, 1930, 12 o'clock.

M. E. Church, Third Street, Lot No. 101	\$ 29.14
J. S. Shugar, Lot No. 108, Third Street	40.85
M. E. Church, Lot No. 120, Third Street	96.92
Baptist Church, Lot No. 123, Third Street	32.02
Grace Church, Lot No. 21, Water Street	120.64
E. and J. James, Lot No. 41, Water Street	17.26
Sam Pettiford, Lot No. 42, Water Street	16.66
W. R. Hampton, Lot No. 57, Madison Street	211.45
W. R. Hampton, Lot No. 133, Third Street	46.74
Grace Church, Lot No. 21, Madison Street	106.49
M. E. Church, Lot No. 101, Adams Street	53.76
Wheeler Holly, Lot No. 45, Main Street	33.19
Second Baptist, Lot No. 48, Main Street	15.54
Lizzie Horton, Lot No. 50, Main Street	28.58
Henry Hines, Lot No. 51, Main Street	17.88
Jas. Armstead Heirs, Lot No. 51 1-2, Main Street	28.58
W. R. Hampton, Lot 57, Main Street	57.64
J. O. Everett, Lot No. 66, Main Street	27.60
Christian Church, Lot No. 69, Main Street	51.03
L. L. Owens, Lot No. 79, Main Street	26.08
W. R. Hampton, Lot No. 99, Main Street	40.87
Louis Weede, Lot No. 224, Jefferson Street	54.15
W. R. Hampton, Lot No. 99, Jefferson Street	97.21
W. T. Nurney, Lot No. 234, Jefferson Street	50.28
C. V. W. Ausbon, Lot No. 219, Jefferson Street	33.74
J. S. Brown, Lot No. 220, Jefferson Street	110.09
Mrs. Griffin Norman, Lot No. 238, Jefferson Street	102.55
Mrs. Margaret Leggett Heirs, Lot No. 176, Washington Street	95.51
Mrs. Nellie Beasley, Lot No. 179, Washington Street	46.74
Christian Church, Lot No. 68, Washington Street	74.87
Baptist Church, Lot No. 123, Washington Street	41.88
R. G. Hardison, Lot No. 205, Washington Street	26.34
Mrs. C. C. Spruill, Lot No. 209, Washington Street	28.15
Mrs. Nellie Beasley, Lot No. 212, Washington Street	45.70
W. R. Hampton, Lot No. 4, Water Street	40.83
W. R. Hampton, Lot No. 13, Water Street	128.22

Colored

William Johnson, Lot No. 3, West Main Street	12.14
Mack Pettiford, Lot No. 17, West Main Street	12.14
Virginia Cooper, Lot No. 14, West Main Street	6.08
Rhoden Griffin, Lot No. 16, West Main Street	4.28
C. D. Heath, Lot No. 12, West Main Street	14.57
Alfonzo Lenox Heirs, Lot No. 10, West Main Street	20.65
Willie Johnson, Lot No. 9, West Main Street	12.14
Augusta Hall, Lot No. 8, West Main Street	12.14

P. W. BROWN, Tax Collector.

CHAMPION PLOWS CLIMAX

INCREASED PRODUCTION PERMITS IMMEDIATE DELIVERY
If Your Dealer Cannot Supply, Write Us

C. Billups, Son & Company, Inc.

NORFOLK, VIRGINIA
ESTABLISHED 1858

Sole Manufacturers of the
Genuine "Champion" and "Climax" Plows and Parts

NOTICE!

DR. G. C. HODGENS, OPTOMETRIST WITH THE BELL
JEWELRY CO., WASHINGTON, N. C.

WILL BE AT THE

THE O'HENRY DRUG STORE PLYMOUTH, N. C.

The 3rd., Wednesday of Each Month

EYES EXAMINED GLASSES PROPERLY FITTED

LAZY MONEY

If you are keeping your money in an iron safe at home it is

LAZY MONEY

That money should be returning you a

DIVIDEND

Put it in the bank on a saving account and let it
WORK FOR YOU

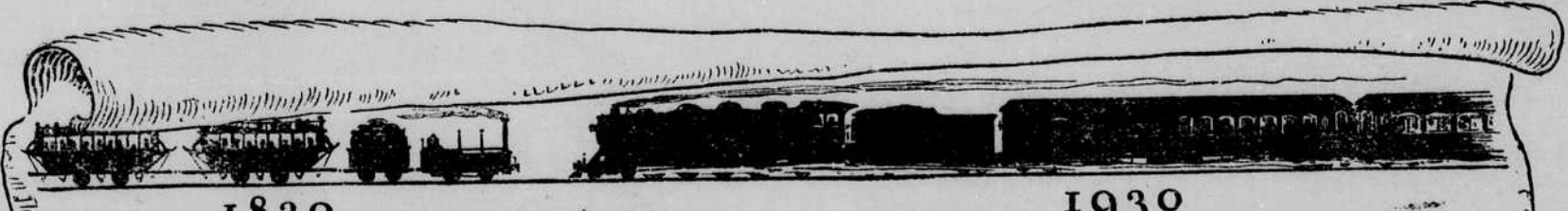
WE PAY 4 PER CENT ON SAVINGS

NO ACCOUNT TOO SMALL

Branch Banking & Trust Company

PLYMOUTH, NORTH CAROLINA

"A Safe Depository For Your Savings"



1830

1930

The Coast Line Family



THE Petersburg Railroad, organized 100 years ago, was conceived by the people of Petersburg, Virginia, as a means of increasing their trade. It was built with funds subscribed by the citizens and the city of Petersburg, and by the State of Virginia. Its officers and employees were men who lived in Petersburg or the sections along the railroad.

Much the same is true of the other railroads that were later brought together in the Atlantic Coast Line Railroad Company.

By far the larger number were built by local initiative, mostly with local capital, to supply local transportation needs. Their officers were men prominent in local affairs and their employees were drawn from the pick of the substantial people living along their rails.

Practically everybody in the sections they served had a direct personal interest in these railroads because they were owned and run by people whom they knew.

Railroad officers not only knew every employee by his first name but knew something about each man's family. Every employee knew all the officers.

Common interest in their work, a common pride in overcoming obstacles and making a good showing for the Company, bound officers and other employees together.

With the growth of the Atlantic Coast Line, men who demonstrated their ability advanced to more responsible jobs, until in turn many of them became officers. Each brought with him that intimate knowledge of the work so essential

to successful railroad operation. Each was imbued with that loyalty to the common cause that has made the "Coast Line Family" a reality.

The ever lengthening rails of the Atlantic Coast Line now make impossible the constant contact between all officers and all employees, but the "family" tradition persists as strongly as it ever did and is the Coast Line's most valuable asset.

Scores of Coast Line employees have never worked for any other employer. Some families have given three generations of valued workers to the Coast Line organization.

Thirty-four Coast Line employees have worked for the Company or its predecessors for 50 years, 1384 have served it 25 years or longer.

Officers and employees—the men who run the Coast Line today—are for the most part from the sections served by Coast Line rails. They know the country and the people; they know the transportation needs of every industry. Many of them own farms or are partners in various enterprises. All have a personal interest in the advancement and growth of the Southeast.

They and the Atlantic Coast Line are part and parcel of the Southeast; of one blood with the people that they serve.

And as long as the Atlantic Coast Line can attract to its ranks the same type of workers it has been fortunate in having in the past it is confident of its ability to render an increasingly valuable service to the people and the industries of the Southeast.



ATLANTIC COAST LINE

The Standard Railroad of the South

(This is the fourth of a series of advertisements by the Atlantic Coast Line Railroad, commemorating the centennial of its earliest constituent company—the Petersburg Railroad Company)