

THE Roanoke Beacon
and
Washington County News

PUBLISHED EVERY FRIDAY
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North Carolina

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Friday, May 13, 1938

The School Band
(Continued)

What is a school band? It is a group of students, both boys and girls playing brass, woodwind, and percussion instruments in a musical organization similar to the old military band, and holding regular rehearsals in school time with credit being received for satisfactory work. Twenty years ago there were only about 1000 school bands in the United States, today there are over 25,000. This phenomenal increase must be due to some outstanding benefits which a child receives from participating in this activity. A few of the many reasons why a school band is beneficial are as follows: A band fills a mental and spiritual need in the life of the school. Playing a wind instrument is physically helpful to a student because it makes deep breathing necessary. It requires mental discipline through attention, accurate concentration, and honest accomplishment. It strengthens character because it requires regular practice, perseverance, and cooperation with the director and the other players. The player learns to shape his personality to the best interests of the group and he learns that service and the group is more important than self. The players are not the only one helped. The whole school is inspired to learn more of all phases of music by the band playing at school affairs, their attention is put on something worthwhile and everyone is benefited. Thus the school band certainly justifies its existence.

Railroads Boost North Carolina Business

North Carolina benefited substantially from the expenditures of the railroads in 1937 for materials, supplies, fuel and payrolls, it is revealed in a special study which has just been completed by the Bureau of Railway Economics of the Association of American Railroads.

Railway purchases in North Carolina last year totaled \$2,248,521, the report shows. These purchases were made in 345 towns and cities located

in 88 of the 100 counties of the state. Wages paid to railway employes in North Carolina during 1937 amounted to \$23,598,573.

The review discloses that, for the nation as a whole, the railroads last year paid \$1,133,361,468 for the more than 70,000 different items which they use. Materials, supplies and fuel cost \$966,383,000, and expenditures for all new equipment (except that constructed in railway shops) totaled \$166,978,468. More than 12,000 towns and cities located in 2,638 of the 3,072 counties of the United States derived direct benefits from this large volume of railroad buying.

In 1937, the country's rail carriers also distributed \$1,983,990,485 in wages to their employes, the report says.

Boy Scouts Saved Lives of 24 People Last Year

Since 1910, the National Court of Honor of the Boy Scouts of America, of which Daniel Carter Beard is Chairman, has recognized the deeds of 2,108 Scouts who saved the lives of others at great risk to themselves.

The seventeen Boy Scouts who were awarded Gold Honor Medals in 1937 rescued 24 persons. 15 persons were saved from drowning; 5 who had broken through the ice owe their lives to Scouts skilled in ice rescues; one person was safely brought out of a burning building, the scene of a fireworks factory explosion. A middle aged couple was rescued from their blazing motor cruiser just in the nick of time, and one Scout who knew just what to do in such an emergency saved his friend from death by contact with a live wire.

Spring Brings Increased Traffic Hazards on Roads

With Spring's coming the motorist flocks back to the highways as gayly as the birds wing north on their annual migration. All of us love the Spring for its eternal youth. We come alive, we seek out our friends, we must be on the move. We leave the fireside for the open road, for the sun and the soft nights.

Unfortunately, the tragedy of death comes too—automobile fatalities start a precipitous climb. There are more cars on the road, traveling more miles and probably at greater speeds. More people drive during the dangerous, dark hours coming home later or covering ground on trips when the traffic is light.

By its very nature, Spring symbolizes life. Let all of us drive cars or walk the highways help to fulfill that symbol. Let's all remember the little courtesies of the road, remember that signals and signs are installed for a purpose, not for decoration. Let's remember the simple, sound principles of safe driving that we all know but too often don't follow.

Anyone can drive a car at almost any speed, if nothing happens. Few of us have the iron nerve, the lightning-like reflexes and reactions, the

exact judgment or experience to handle even a slight emergency traveling at 60 miles an hour. Let's remember that 60 miles an hour is 90 feet a second and that, for all practical purposes, a car is a projectile weighing over 3,000 lbs.—much more than the shells for our largest guns.

And above all—because 60 per cent of all fatalities occur at night when only one-fourth the day volume of traffic is moving—let's remember that people cannot be taught to see in the dark! Most of us over-drive our headlights and until our major-highways, which in reality become 20 years out of date as night falls, are provided with adequate, modern lighting we must slow down after dark.

And it isn't the city street that is most dangerous. Automobile deaths on rural highways increased 154% since 1924, and in 1936 26,000 or 69% of the total traffic deaths happened in rural areas.

So let's remember to make Spring a time in which to live anew—not a season when too many must die because we forget.

Whittle Down The Surplus
The Progressive Farmer

It is not the fault of the new farm act that cotton is sick. It is unfair to blame the law for something that happened before it was born. Neither is it reasonable to expect it to master a probable 12,000,000-bale carry-over in one year. Most farmers realize that so far as cotton supplies are concerned we are not far from the situation that existed in 1932. The only course open to us is to "hit the sawdust trail" again and gradually whittle down the surplus. If the new act can bring the carry-over to normal within three years it will have proved its efficacy.

Business and Prospects Good, Big Boys Notwithstanding
Hertford County Herald

It may be all right for the "big shots" of Politics—most of them politicians who are opposed to the present administration for what they hope to get out of a shift in forces—the moguls of finance, and the masters of industry to talk "down-in-the-mouth" propaganda about recessions and say that business has gone to pot because of lack of confidence in the future. But what these fellows say we take with a grain of salt, remembering all too well during the dark

Rambling R...About
By THE RAMBLER

Crowds Gather Rapidly—

Ever notice how rapidly a crowd can gather when anything out of the ordinary occurs? A completely empty street will be jammed within a few moments if one automobile happens to scrape fenders with another.

At Nags Head Sunday there was a serious automobile accident, although luckily no one was killed. The wreck occurred along the highway where the cottages are scattered rather widely apart. However, within the space of less than five minutes there were at least 100 people at the scene, while two lines of cars—one on either side of the highway—extended up and down the beach for nearly half a mile. Curiosity promoted the gathering, because no one was doing anything about clearing away the wrecked cars and mighty little for the victims, two days of the real depression back yonder about seven or eight years ago when they tried for four long years to tell us that everything was all right with the world, that we could look forward to continued prosperity, and that sort of sweetness-and-light stuff—and banks and business concerns were failing on every side and farmers were half starved on their farms.

Down here in Eastern Carolina, certainly, we have every reason for confidence. The farmers have the crop control program they need to assure profitable prices next fall, there is more money in the banks than in ten years and nobody afraid that one will crash, new construction is underway in every town and cross-roads, and all of this right at the close of one of the best years of four profitable years of farming. Instead of agreeing with the anti-administration pessimists, this part of the country has every reason to face the future with confidence instead of hesitation.

Out of the Ground—

Everybody who has been down the beach from Oregon Inlet to Hatteras knows what a lonesome country that is. There are miles on end during which no house or sign of human habitation is seen. Just sand dunes, the ocean and an occasional Coast Guard station, and after you pass Buxton, a few scrubby trees, most of which are twisted and bent by the fierce winds that sweep over this section at times.

On one occasion, this Rambler and a party of friends had a tire to go flat along this stretch of desolate-appearing country. We hadn't seen a house or any person for over half an hour. Yet we hadn't even gotten the tools out of the car before a man appeared out of the scrub woods and offered to help. Next came a boy about 15 or 16 years old, and a few minutes later they were joined by another man. Friendly, helpful people they were, too, because they insisted on helping change the tire and absolutely refused to accept any pay for their assistance. Where they came from remains a mystery to this day, but since three is usually said to constitute a crowd, that crowd gathered in a remarkably short time, apparently from right out of the sand.

Not Yet Converted—

The Whiteville News-Reporter tells the story of a colored baptism that took place in one of the mill ponds in Columbus County late in March, when the weather was still nippy.

The baptism occurred on a cold, gusty day, and the converts filed slowly into the chilly waters. As they emerged after the ceremony, one of the deacons asked John, one of the converts, if the water was cold.

"No; not a bit cold," replied John. "Better put him under again," he said, "he hasn't quit lying yet."

of whom were possibly seriously hurt. The crowd just gathered and stood around, every man talking to his neighbor about the occurrence, blaming one or the other of the drivers, and speculating about the outcome.

LEGAL NOTICES

NOTICE OF SALE

Whereas, on the 8th day of May, 1934, L. H. Ambrose and Bertie Ambrose executed and delivered unto W. O. McGibony, Trustee for Land Bank Commissioner, a certain deed of trust which is recorded in the office of the Register of Deeds for Washington County, North Carolina, in Book 107 at Page 449; and

Whereas, default has been made in the payment of the indebtedness thereby secured as therein provided, and the trustee has been requested by the owner and holder thereof to exercise the power of sale therein contained;

Now, therefore, under and by virtue of the authority conferred by the said deed of trust the undersigned Trustee will on the 23rd day of May, 1938, at the court house of Washington County, North Carolina, at twelve o'clock noon offer for sale to the highest bidder for cash, the following real estate:

All that certain tract of land containing thirty-seven and two-tenths (37.2) acres, known as the "Hartwell Jethro Place," in Skinnerville Township, Washington County, North Carolina, located 9 miles northwest of Creswell on N. S. Railroad and bounded on the North by Albermarle

ANNOUNCEMENT—
To the Democratic Voters of the Second Senatorial District:

I hereby announce my candidacy for a seat in the State Senate, subject to the Democratic primary to be held June 4, 1938.

Respectfully,
Mrs. J. J. Purdy

dered by Peter Derosier, French-Canadian culinary expert, it follows:

De worm she is a funny thing;
He got no leg, no arm, no wing;
She got no leg, but he can walk;
He got a moult, but she can't talk;
She walk wit no leg on de groun';
Back and 'fort', and don't turn round';
He built so clos' down to de dirt,
If she fall down, he don't get hurt;
An wen she whoa an back he go,
Wher' is hees head, I lak to know?

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Sound, on the East by the J. Tarkenton land, on the South by A. M. Cheson's land, and on the West by F. C. Spruill's land. The property is more fully described by metes and bounds in the deed of trust above mentioned, to which reference is made.

This the 18th day of April, 1938.
W. O. MCGIBONY,
Trustee.
Z. V. Norman, Agent and Attorney
for Trustee. a29-4t

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1 1936 Chevrolet 1 1-2 ton, long wheel base dual tires perfect condition \$375.00

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1 1936 Dodge 1 1-2 ton long wheel base with stake body, rebuilt and in perfect condition \$275.00

2 regular Farmall Tractors, rebuilt and carry a factory guarantee, each \$550.00

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