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VOL. TWENTY-TWO

FARMVILLE, PITT COUNTY, NORTH CAROLINA, FRIDAY, JULY 31st, 1931

NUMBER TWELVE

Investigation into Operation of Major Oil Companies Operating in N.C.

Attorney General Has Received Complaints of Illegal Combinations

Raleigh, July 28.—Attorney General Dennis G. Brummitt this week conducted an important investigation into the operations of the major oil companies operating in North Carolina.

Mr. Brummitt in recent weeks had received numerous complaints that the various companies were operating in violation of the state laws against illegal combinations, and that contracts they were making with filling station operators required exclusive use of the stations, also contrary to law.

So important to the people of North Carolina did Mr. Brummitt consider this matter, that he took personal charge of the investigation, and conducted it throughout. While he emphasized that the state has no right to set the price of any product, he pointed out that it does have the right to protect the trade channels of the state in such a manner that throttling of competition is eliminated.

Mr. Brummitt believes however that the business men of the state who operate small filling stations have a right to be protected from any encroachment of their right to sell whatsoever products they desire; and he also feels that any attempt, or what appears to be an attempt, to establish a monopoly in favor of some oil companies must be guarded against because of its eventual evil effect on the people as a whole, who have to pay the gasoline bills. This is something, he thinks, which is important to every citizen of the state, whether living in the cities or on the farms, because most of them drive automobiles.

The various contracts of the companies were explained. It was admitted that under certain leasing conditions competitive products are barred, but all of the companies have alternative contracts for those filling station operators who do not care to lease their stations.

Mr. Brummitt will study the evidence during the next six weeks and will announce his decision September first. If any violation of the laws are discovered, they will be revealed, and the companies held guilty will be vigorously prosecuted in the interests of the people of the state.

GENERAL MOTORS PREPARING FOR INTERNATIONAL EXPOSITION TO BE HELD IN 1933

Detroit, July 29.—Signing of contracts authorizing the erection of a special building at a construction cost of close to \$1,000,000, to be devoted exclusively to the display of General Motors products at Chicago's International Exposition in 1933, is announced by W. S. Knudson, president and general manager of the Chevrolet Motor Company.

Albert Kahn, architect, is now drawing up plans for the structure, which will have 100,000 square feet of display space and will be strategically located on the lake shore opposite 31st street, one of the main entrances to the Exposition grounds, in the transportation center.

A complete automobile assembly line in constant operation is one of the attractions planned for the new structure, which also will contain the complete lines of all General Motors products, Mr. Knudson said. This corporation is the first industrial company to have a special display building on the Exposition grounds, officials said. Mr. Knudson heads a committee of General Motors executives who will have charge of the project.

Thousands Perish As Floods Sweep Across Central Part of China

Several Cities Inundated and Crops in Area Completely Destroyed

Shanghai, July 29.—Vast areas of central China were under water today, hundreds, perhaps thousands, were dead and the prices of foodstuffs soared thirty per cent in many cities as the result of one of the worst floods in sixty years.

Crops were severely damaged, bringing a terrible famine during the coming fall and winter.

An accurate estimate of the death toll could not be attempted because of disrupted communications. It was known that hundreds died in the Wuhan area, comprising the cities of Hankow, Harbin and Wuchang when they were their bounds.

A report that 5,000 perished in the Changsha, Hunan province district was considered exaggerated however.

Railroads Ask Increase Rates

Cotton Coop. President Declares There Should Be Rate Reduction on Cotton

Raleigh, July 28.—Commenting on the railroads' petition for increased freight rates now being heard in Washington, U. Benton Blalock, president of the American Cotton Cooperative Association, declared this week that there should be a reduction instead of an increase in rail rates on cotton.

"As a matter of fact," Mr. Blalock continued, "the cooperatives for some time have had a case urging the reduction of cotton rates pending with the Interstate Commerce Commission, but seemingly have been unable to get a hearing."

"The cotton cooperative associations are making an organized fight for lower rates, which has been impossible for the individual cotton grower to do. In fact, few farmers have realized that they have paid the freight because they did not pay the money directly to the railroads."

"But the cotton farmer did pay the freight, for the buyer took it out of the price he paid the farmer. And, for that reason, the buyer was not interested in lower freight rates as long as transportation costs were the same for him as for other buyers."

"Therefore nobody was making a fight for lower freight on cotton, while manufacturers and shippers generally in other lines were continuously hammering for reduced rates on this and that. The easiest thing for the railroads to do was to reduce the rate where the hammering was the hardest and raise the rate on farm products, where nobody was hammering."

"Speaking of the situation in North Carolina, however, Mr. Blalock, who is also vice president and general manager of the North Carolina Cotton Growers Cooperative Association, said that, since most of the cotton handled by the North Carolina association is sold direct to mills in the Carolinas and little exported, it makes very little difference to the state cooperative whether rail rates on cotton are reduced or not. The rate question, he added, is now a problem between the truck owners of the state and the railroads rather than a question between the railroads and the North Carolina Cotton Association.

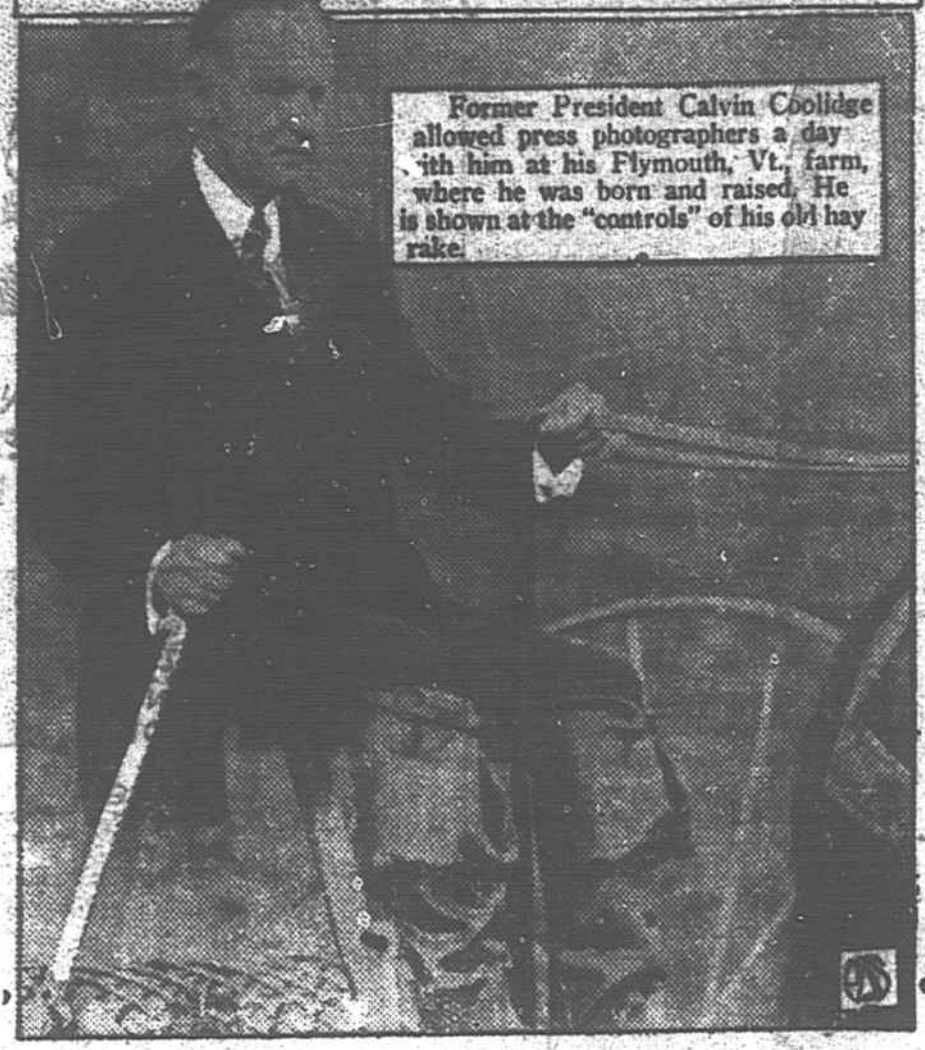
The traffic department of the North Carolina cooperative, Mr. Blalock concluded, estimates that last year we saved \$90,000 by transporting cotton to mills by trucks instead of by rail at the prevailing railroad rates.

Mrs. Williams Free

Smithfield, July 27.—H. V. Rose, clerk of the superior court of Johnston county, announced this afternoon that Abell and Shepard, attorneys for Mrs. Ivey Hinton Williams, had dropped habeas corpus proceedings to secure Mrs. Williams' release when the required bond was reduced from \$5,000 to \$2,750 by Coroner James H. Kirkman Monday morning. Mrs. Williams was released when her father, George M. Hinton, signed her bond.

Mrs. Williams was ordered held when a coroner's jury Saturday held that her husband, Jesse Williams, Johnston county political leader, had met death at her hands.

"Silent Cal" in Boyhood Pose



Former President Calvin Coolidge allowed press photographers a day with him at his Plymouth, Vt. farm, where he was born and raised. He is shown at the "controls" of his old hay rake.

Fog Forces Two American Fliers to Make Stop

Pangborn and Herndon Reach Wales on First Hop of Globe Tour

Cardigan, Wales, July 29.—Prevented by fog from making Moscow, the first stop of their projected round-the-world flight, Hugh Herndon, Jr., and Clyde Pangborn, American aviators, brought their plane down safely at 7 o'clock tonight on a sloping farm field at Moylegrove, five miles from here, after the 13th successful transatlantic crossing from New York.

The ocean crossing was made difficult by persistent fog all the way, and the fog forced the aviators down when they still had a supply of fuel sufficient for eight hours more of flying.

Meanwhile no word was heard from the other American transatlantic plane, piloted by Russell Boardman and John Polando, who took off from New York at almost the same time as Herndon and Pangborn. There was nothing upon which even speculation as to the whereabouts of Boardman and Polando might be based.

It was assumed they met the same foggy conditions which impeded Herndon and Pangborn between Newfoundland and Ireland, but there was nothing in the way of reports, either in England or in Europe, to indicate what fortune might have befallen them.

Herndon and Pangborn went to a hotel for a few hours' sleep before continuing their flight. They left instructions to be called at dawn.

They said they sighted the coast of Ireland about 3 o'clock this afternoon, and continued flying eastward. Fog prevented adequate observation, they said, and it was only after they had cruised over the Irish sea for some time when they landed in the farmer's field, the fliers first question was: landing place on the Welsh coast.

"Well, just exactly were we?" The question was directed to farm hands who came running to the plane. The farmer and his wife got a real surprise, Pangborn said. He said they did not have the slightest idea who the fliers were, and could hardly believe they had come from the United States.

"All the way across the flying was most difficult," Pangborn said. "We could not escape from the fog. We didn't see a thing because of fog from the time we left Newfoundland until we sighted Ireland."

"It was entirely owing to the fog that we had to land. We knew roughly where we were, and for hours we cruised over the sea trying to find a way through. We landed in a field on a farm and gave the farmer and his wife a real surprise."

"We apologized for landing in their field, but they said it was quite all right. They made much of us when they became convinced who we were."

The foreign settlements of Hankow were inundated, but there were no casualties among the residents. The 800 foreigners comprising these settlements, including 100 Americans, were forced to make their way about the streets in sampans (Chinese boats).

The Hankow correspondent of the Associated Press reported the Yangtze river had risen higher than ever before in the history of modern records. He said the stream was still rising.

Telegraphic appeals poured into Nanking, the Nationalist capital, from scores of cities throughout the vast central China basin, indicating the widespread nature of the calamity. Nanking itself was partially submerged and thousands were made homeless.

Famine conditions already were reported from Wuhu Anhwei province, where rice boats were looted by hungry mobs.

Mrs. Angelina Loring Avery, 92, of Williamston, Conn., is the youngest of the six surviving daughters of men who fought in the War of '76. Her father was 74 at her birth.

World's Greatest Beggar



Dr. Hans Luther, president of the Reichsbank, Germany's leading financial institution, asked the Allies for a \$500,000,000 loan.

Metropolis After Slayer of Child

Five-Year-Old Boy Dies of Wounds Inflicted by Gang Gunmen

New York, July 29.—Harry Bruno, sought by police in their hunt for the owner of the car from which gangsters yesterday fatally shot one child and wounded four others, was taken into custody tonight for questioning.

A metropolis more or less hardened to casual underworld executions took the warpath tonight to bring to justice the gangsters who killed one little boy and wounded four others at play in a sweltering upper East Side street. Five year old Michael Vengali died today.

For 24 hours after a green sedan swept through East 107th street at sunset yesterday, spraying death over the youngsters of squalid "Little Italy," the police had worked on orders:

"Go to the limit—bring in the killers!"

They had been pressing ceaselessly to that end from the moment the command came from Police Commissioner Edward P. Mulrooney. The first tangible result came tonight when investigators prowling in a silence which pervaded the Sicilian neighborhood of the tragedy stumbled upon a clue—the supposed license number of the gangsters' car.

They were told, by somebody whose identity was kept secret, that it was 9 Y 51-9 NY. It was found a car with such a number was owned by Harry Bruno of the Bronx.

More delving into records revealed that Bruno was known to police circles as a beer runner, formerly associated with Dutch Schultz.

"Bring Bruno to me," was Mulrooney's next command.

"Our landing was perfect and the plane is absolutely all right."

As news of the landing spread about the countryside, farmers from miles around hurried to the scene. The fliers went to bed at night. They said they would continue their flight to Croyden, near London, when they awakened.

The hotel was soon flooded with telephone calls, as the news of the fliers' arrival was flashed about the country.

Only skillful handling, it was said, enabled them to bring the ship down on the hillside field without damage.

Georgia Markets Open With Short Leaf Crop

Prices Are Considerably Lower Than Last Season's Opening — Quality Also Poor

Douglas, Ga., July 28.—Georgia opened the 1931 tobacco market today as a curtailed crop of bright leaf went on sale at fifty-six warehouses.

Simultaneously the federal government's first attempt to report average prices paid for standard grades and types was inaugurated here. As the season advances quotations will be assembled also at Lake City, S. C.; Farmville, N. C.; Oxford, N. C.; South Boston, Va.; Lynchburg, Va.; Mayfield, Ky., and Clarksville, Tenn.

The floors of virtually all of the Georgia warehouses were full today as auctions started but warehousemen were agreed sales this year would be below those of 1930, and the government forecast a production of 51,000,000 pounds in the state this year as compared with 106,000,000 last year.

Warehousemen here predicted a crop decrease of from 25 to 30 per cent for the Douglas area. They said they expected light sales, especially the first ten days of the season as a result of late maturity of the crop.

Drought, unusual heat, curtailed acreage and a drop in fertilizer sales were among the factors cited by growers and warehousemen as contributing to the Georgia bright leaf curtailment.

The Georgia market was scheduled to remain open four weeks but buyers and warehousemen have agreed it shall be extended if the late maturity of some of the tobacco makes such a move advisable.

Despite the late maturity of much of the crop in Georgia, many growers were optimistic about prices on the basis of the crop curtailment and quality of the leaf found produced.

FARMVILLE TO CELEBRATE 60TH BIRTHDAY NEXT YEAR

The year 1932 is already being heralded with much pomp and pride as the two hundredth anniversary of George Washington, and historical, patriotic and educational societies are planning fitting observances.

Farmville will of course join hands and participate in the magnificent program honoring "The Father of His Country," but citizens of this community will in 1932 also celebrate the 60th birthday of this splendid town.

This fact was brought to our attention by Watt Parker, a natural born historian, whose hobby is the gathering of interesting and unique data. He recently organized the Septuagenarian Society here, the first organization of its kind to come into being.

Why not let 1932 be a Home Coming Year? Why not have a series of celebrations occurring periodically and designed to include every phase of community life. Mr. Doctor, Lawyer, Merchant Man, Chief, Preacher, Educator, Optimist and Pessimist, think it over, and let us have your ideas for the proper celebration of this momentous occasion.

The town of Farmville was formally incorporated on February 12, 1872, and we have the honor of having at least one citizen, who was a citizen at that time, our beloved, and grand old man, "Uncle Bob" Davis.

DEPUTY HARRIS CAPTURES STILL AND OPERATORS

Greenville, July 29.—Deputy Sheriff Harris captured a large whiskey still and two operators this morning when he made a one-man raid on the Avon farm near Grimesland. Levy Hardee and Horton Dixon, white men, taken at the still, were brought to jail in this city to await hearing.

Deputy Harris was said to have arrived at the still, a large steam outfit, just as operations had begun and before any whiskey had actually been run. About a thousand gallons of beer and the still were destroyed before he brought the operators to this city.

Eye on Paris



Undismayed by Ruth Nichol's accident, Laura Ingalls continued her plans to become the first woman to fly the Atlantic alone.

Farmville Designated As Key Market for Eastern C. Federal-State Grading

More Spirited Tobacco Sales

Second Day on Georgia Markets Slightly Better Than First

Douglas, Ga., July 29.—Additional 1931 bright leaf tobacco sold under the hammer through the Georgia belt today but warehousemen reported the sessions generally a little more spirited than the market opening yesterday.

A curtailed crop affected by unfavorable weather, and the late maturity of the leaf in much of the belt were the principal factors in lazy start of the market, but planters and warehousemen were optimistic for definite improvement of the market as the season progresses.

At Douglas, where an official quotations service is maintained by the government, first quality lugs brought \$13.70 on the full days' sales; second quality, \$10.35-60; fourth quality, \$3.20, and fifth quality lugs, \$2; sixth quality orange leaf brought \$6. Low qualities predominated.

Conditions were much the same throughout the belt at the market opening. Generally there was less tobacco on the warehouse floors and sales less brisk than usual. Warehousemen reported many planters apparently were waiting for better prices later in the season.

Opening prices ranged anywhere from 1 to 26 cents per pound for the various grades yesterday. Growers generally offered their poorer grades first.

WOMAN WINS AAA CONTEST

Seattle, Wash., July 29.—Another record in the long list of victories hung up for six cylinder car economy was added here when Mrs. W. B. Robertson drove her new Chevrolet six coupe to an official AAA performance of 27.18 miles per gallon in the 212 miles Lake Crescent Tavern run from this city.

The record brought her the Gilmore Oil Company. In bettering a field of 21 different makes of cars, Mrs. Robertson's Chevrolet rolled up 41.85 points, the scoring being based on ton miles, arrived at by multiplying the distance traveled by the weight of the car in tons and dividing this by the gallons of gas consumed. Penalties of ten points for each pint of oil and two points for each pint of water consumed were levied. Mrs. Robertson's car was officially credited with using no oil or water.

The run was staged by the contest board of the American Automobile Association, cars were officially checked for strictly stock equipment, and official observers rode with the women drivers.

Mrs. Robertson in winning the general sweepstakes prize, of course, finished first in her class. Of ten cars entered in this class, four were Chevrolets and finished respectively first, second, third and fifth, the official records show.

Carolina Bureaus to Give Growers News Service on Tobacco Prices This Year

Federal Government Inaugurates Price Average Report

Washington, July 28.—The nation's new tobacco crop started to market today, inaugurating the Federal government's first attempt to report average prices paid for standard grades and types.

Daily quotations, a part of the \$30,000 tobacco market news service authorized by the last congress, will be posted by field offices in eight important districts. Reports will be made only on 20-lot sales of standard medium colored or orange grades of wrappers, leaf, cutters and lugs. Accompanying trade comments will show comparable values of lemon and mahogany grades.

Since Georgia markets open the tobacco auction season, initial government quotations will cover the sales of flue cured tobacco, U. S. type 14, at Douglas, the only market in Georgia on which tobacco is sold by standard grades.

As the season advances quotations will be assembled at other points as follows:

Lake City, S. C., southeastern flue cured of South Carolina and southwestern North Carolina, U. S. type 13, beginning August 4.

Farmville, N. C., eastern North Carolina, flue cured, U. S. type 12, beginning September 1.

Oxford, N. C., middle left flue cured of North Carolina and Virginia, U. S. type 11 (B), beginning September 22.

South Boston, Va., old belt flue cured of Virginia and North Carolina, U. S. type 11 (A), beginning September 29.

Lynchburg, Va., or Farmville, Va., Virginia flue cured, U. S. type 2N,

Tobacco Cures Turning Out Well — Additions Being Made to Tobacco Factories

Farmville, always standing at a top notch position among the five big markets of this belt, has been officially designated as the key market for Eastern Carolina in the Federal-State grading service, which is thought to be advantageous in every respect and is expected by growers to aid sales materially.

While this affords farmers of this immediate community a splendid opportunity for correct grading, is most convenient and of inestimable value, still grading by this means is not compulsory. This fact is being stressed on account of discussions rampant among growers hereabouts. Arrangements for Federal-State grading service are being made solely for the benefit and convenience of those who desire it.

In accordance with advice of state agriculturists and local tobaccoists, acreage has been cut to some extent in this community, and the extra care and attention made possible by the cultivation of fewer acres, is resulting in a better crop, and the making of the finest cures in years. Crops of cotton, tobacco, corn, feed stuffs, potatoes and truck are of better quality and larger yield than they have been in fifteen or twenty years.

This is the season of the year when the farmer puts forth his most strenuous back breaking labor throughout the long day housing tobacco, and then goes to the tobacco barn for the night with the prospect of little rest as curing necessitates a careful and constant vigil.

Notwithstanding the discouraging reports from the Georgia markets farmers here are optimistic as to prices on account of the splendid quality of the leaf in this section, and preparation for the opening auction are being carried forward steadily.

Additions to the huge warehouses and tobacco plants here include an additional 25,000 square feet to the storage plant of the A. C. Monk Tobacco Company, which was built last year, and had a former capacity of 1,800 hogsheads. This company, of which A. C. Monk, of this place is head, handled more than five million pounds of the weed at its plants in this section, and is growing rapidly each year.

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