

Farmville Enterprise

FAREVILLE, N. C.
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Associate Editor
Published by THE ROUSE PRINTERY
Subscription Price: One Year \$1.50 - Six Months 75c
ADVERTISING RATES: Display (Minimum) 30c Per Inch
Readers, Per Line... 5c
All Legal advs. 5c a line per week.
Published weekly and entered as Second Class Mail Matter at the Postoffice at Farmville, N. C., under act of March 3rd, 1917.

For Men Will Fly

Goodwill flights have been made before, but never has there been one that excelled in magnitude and courage and audacity the one which has just made history on Chicago's lake front. There General Balbo and his companions, who brought twenty-four airplanes on a 6,100 mile journey from Italy, have been given the ovation such a feat-deserves. They have stirred the imagination of the world and with a flash of the dramatic have tipped in glory the theme of the exposition they honor: A Century of Progress.

Yet even more significant than the eloquence that has greeted them is a statement tucked deep in a news dispatch dictated by the commander.

"My men," he said, "do not represent any particularly exceptional qualities in Italian aviation. They have come from normal personnel circles. I have merely imposed on them a necessary period of preparation at the Ortebello school of aeronautics."

And there you have it. The first of flying over the Atlantic en masse was not the achievement of super-men. It was the work of ordinary men, trained for their task, inspired by leadership and a desire to demonstrate to a creditable world the possibilities of aviation. Similarly, Charles Lindbergh, after his epoch-making flight to Paris, requested that news reporters not nickname him "Lucky."

"Why," he told me, "I had the best plane and motor I could get. And I took precautions. So you see getting here wasn't luck at all."

It is the spirit of such men as Bilbo and Lindbergh—and a galaxy of others—that is aviation's earnest of increasing service to the race. In many countries, civilian transport is almost a commonplace, while in the United States statistics show more persons injured by mules than airplanes! Transport planes, guided by beacons and radio instruction, now follow routes and schedules almost as definite as those of trains.

Man is learning to fly safely. Much remains to be done, of course, but surely recent events earn for all the right to be proud of the courageous way mankind is forging ahead in the conquest of time and space.

Plans Are Made For Wheat Campaign

Machinery is being oiled at State College for the launching of a wheat reduction program-affecting 23 important producing counties in North Carolina.

Dean I. O. Schaub, Director of the College Agricultural Extension Service has assigned John W. Goodman, district agent, to take charge of the drive with headquarters to be at Salisbury.

Meanwhile, he said, an intensive educational program will be set in motion to familiarize growers with the importance of the reduction plan but no definite date has been set for the campaign's beginning in this State.

The adjustment program stipulates that the wheat producer agrees:

To reduce his wheat acreage as required for the crop years, 1934-35, but not more than 20 per cent of his average acreage during the three-year base period of 1930-31-32, in return for adjustment payments.

To sow his wheat in a workmanlike manner, the number of acres that, at the average yield for the 3-year base period, should produce the number of bushels allotted him and upon which his benefit payments are based.

To join the county wheat production control association and meet the requirements of its by-laws.

Not to use the contracted 1934-35 acreage for any purposes except summer fallowing; planting to soil improving or erosion-preventing crops; for food crops for home consumption; for feed crops for production of livestock products for home consumption.

Not to use the contracted acreage for the production of any nationally produced agricultural commodities of farm products.

"On To Wilmington!"

"On to Wilmington!" That is now the slogan of the Legionnaires of North Carolina. From Manteo to Murphy and from the mountains to the sea, the Legionnaires of North Carolina are making their plans to attend what promises to undoubtedly be the largest, best and most important State Convention in the whole history of the American Legion in North Carolina. We refer, of course, to the Fifteenth Annual Department Convention of the American Legion to be held in Wilmington, August 18, 19 and 20, 1933. The Legionnaires of Wilmington and the entire citizenship of that city and district have been planning for months to provide the most elaborate and enjoyable entertainment program ever for this Convention. Their plans have been perfected and have carried through.

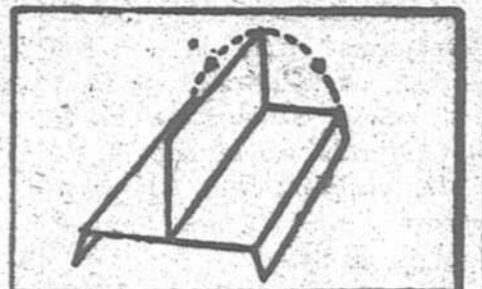
All previous Conventions attendance records are expected to be smashed at this Legion State Convention in Wilmington, Aug 18-20. John S. Divine, Chairman of the Housing Committee, has advised that the necessary plans have been made by that Committee to secure definite rates from all the hotels and cottages in Wilmington, Wrightsville and at the other beaches near Wilmington. Such definite rates have been secured and such information regarding hotel rates, etc. have been sent to all the Legion Post Commanders of the various Posts in North Carolina. The Legionnaires of North Carolina may rest assured that adequate housing facilities will be available for this Convention, even though the attendance is expected to be more than 3,000 and possibly 5,000.

T. T. Foster of Blanch, route 1, has dug the first trench silo for Caldwell County and will use it to feed ten cows this winter.



"It's Fun To Be Faked... It's More Fun To Know!"

TODAY we show a nice little trick for impromptu gatherings called "The Magic Pack," so called because you seem able to change your brand of cigarettes at will. You move your hand over the pack and it becomes one brand... you do it again and it becomes another. Finally you decide that you prefer Camels... and you have them! New for the trick:



Take three packs of cigarettes—Camels and two others. Remove the wrappers. Cut the labels and wrappers to the same size as the front of the Camel pack and paste them on a card (see drawing). This will give you a flap which can be folded to either side, and either side will appear to be the front of a pack of cigarettes, cellophane and all. The cellophane can be glued on to the labels by using white shellac. When you show this trick, you have these fake labels in place, holding them on the front of a pack of Camels.

When you make the first change all you do is to fold over the flap. Remarking that you prefer Camels, pass your hand over the pack and remove the entire faked front and secretly put it in your pocket.

Wilkes farmers who are keeping cows and selling milk to the local cheese factory say they would not give up dairying for any other kind of farming at present.

NOTICE

NORTH CAROLINA, PITT COUNTY IN THE SUPERIOR COURT BEFORE THE CLERK

Special Proceedings No. 2705 Pitt County Drainage District No. 1. T. W. LANG, ET AL VS D. F. LANG, ET AL.

Whereas it is appearing that S. T. Lewis, at this time a member of the Board of Commissioners of said Drainage District, was elected on August 22nd, 1931 for a term of two years.

It is now therefore, ordered that an election be held in the City Hall of the Town of Farmville, said county and state, at 10:00 o'clock A. M. on Monday, August 14th, 1933, by all landowners of said District, for the purpose of electing a successor to S. T. Lewis as Commissioner on said Board. This the 28th day of July, 1933. J. F. HARRINGTON, Clerk of Superior Court.

NOTICE OF SALE

By virtue of the powers contained in the certain judgment entered in the case of (Miss) Lizzie Gay, administratrix of Jesse Gay, deceased, vs W. G. Gay et als. as will appear of record in the office of the Clerk of Superior Court of Pitt County, the undersigned, Commissioner, will sell, on Monday, August 21st, 1933, before the courthouse door in Greenville, North Carolina, at public auction, for cash, at Noon, the following described real estate and judgment. One house and lot situate in the town of Farmville on the South side of Grimmersburg Street, at the inter-

section of Waverly Street, running Westward with Grimmersburg Street about 55 feet to Ed Jones' line; thence, at right angle, Southward about 200 feet to Dr. Paul E. Jones' line; thence, at right angle, Eastward with Dr. Paul E. Jones' line about 55 feet to Waverly Street; thence Northward with Waverly Street about 200 feet to Grimmersburg Street, same being lot on which stands a two-story framed dwelling. Being the property conveyed to Jesse Gay by R. L. Davis, on the 6th day of January, 1926, which Deed is of record in the Register's office of Pitt County, in Book X-15 page 181 and hereby referred to for a more accurate description.

Also a judgment in the sum of \$1,308.00 against W. G. Gay as appears in Judgment Docket... in the office of the Clerk of the Superior Court of Pitt County. This the 19th day of July, 1933. R. T. MARTIN, Commissioner.

NOTICE OF SALE

Under and by virtue of the power of sale contained in that certain mortgage from W. H. Worthington, dated February 16, 1924, of record in Pitt County Registry in Book W-14 page 216, default having been made in the indebtedness therein secured, the undersigned will offer for sale, and sell to the highest bidder, for cash, before the courthouse door in Greenville, on the 28th day of August, 1933, between the hours of 12:00 o'clock NOON and 1:00 o'clock P. M., the following described real estate.

Being situated in Greenville Township, Pitt County, North Carolina and adjoining the lands of J. A. Mills Franklin Edwards, et als, known as the J. J. Hardy land, containing .47 acres, more or less. This the 28th day of July, 1933. J. C. WORTHINGTON, Mortgagee.

CHURCHES

SUNDAY, AUGUST 13th

BAPTIST CHURCH
Rev. L. R. Egan, Pastor
9:45 a. m.—Sunday school. George
11:00 a. m.—Morning worship.
W. Davis, Superintendent.
7:00 p. m.—Young People's work—Mrs. John Dwight Holmes and Mrs. J. E. Whelless in charge.
8:00 p. m.—Joint Outdoor Vesper Services on Christian grounds.
8:00 p. m.—Wednesday — Prayer meeting.

CHRISTIAN DISCIPLES CHURCH
Rev. C. B. Mashburn, Pastor
Strength for the Weak, Work for the Strong, A welcome for all.
9:45 a. m.—Sunday school, J. O. Pollard, Superintendent.
11:00 a. m.—Morning worship.
7:00 p. m.—Junior and Senior Endeavors.
8:00 p. m.—Joint Outdoor Vesper Services on grounds.
8:00 p. m.—Wednesday — Prayer meeting.

EMMANUEL EPISCOPAL CHURCH
Rev. J. Q. Beckwith, Jr., Rector
10:00 a. m.—Sunday School, J. L. Shackelford, Superintendent.
8:00 p. m.—Joint Outdoor Vesper Services on Christian grounds.

METHODIST EPISCOPAL CHURCH
Rev. H. L. Hendricks, Pastor
10:00 a. m.—Sunday school, J. T. Thorne, Superintendent.
11:00 a. m.—Morning Worship.
7:15 p. m.—Epworth League.
8:00 p. m.—Joint Outdoor Vesper services, Christian grounds.
8:00 p. m.—Wednesday — Prayer meeting.

PRESBYTERIAN CHURCH
Rev. H. M. Wilson, Pastor
9:45 a. m.—Sunday school, J. H. Paylor, Superintendent.
8:00 p. m.—Joint Outdoor Vesper Services, Christian grounds.

PRIMITIVE BAPTIST CHURCH
Rev. J. B. Roberts, Pastor.
11:00 a. m.—Morning worship.

CATHOLIC CHURCH
Chapel of St. Elizabeth
Rev. Peter M. Denges, M. A., Pastor
10:00 a. m.—Sunday Mass.
9:45 a. m.—Confessions.
10:45 a. m.—Catechism.
Everybody Is Welcome.

DAVIS HOTEL
Rooms—\$1.00 and \$1.50
All Meals—Each 50c
Try Our Sunday Dinner

Relieve that Pain



DOES pain ruin your temper, spoil your looks, interfere with your business or pleasure? Millions of sufferers from

Neuralgic Pains
Functional Pains
Ordinary Headache
Simple Neuralgia
Have found relief by using DR. MILES' Anti-Pain Pills

Why don't you try them? At all drug stores. 25 for 25 cents. 125 for \$1.00.

DIZZINESS

relieved by Black-Draught

"I decided to take Thorndorf's Black-Draught, as I had been having 'bluous spells,' writes Mr. Charles E. Stevens, of Columbus, Ind. 'When I got bilious, I feel sleepy and tired and do not feel like doing my work. It is hard to tell how I feel, but I do not feel good. I get awfully dizzy. I know that I had better take something. After I found how good Black-Draught is, that is what I have used. I guess it rids me of the bile, for I feel better—don't feel like I am dropping off to sleep over time I sit down. That to me, is a very bad feeling.' How you can get Black-Draught in the form of a SYRUP, or CAPSULES.

Henry Ford
Dearborn, Mich.

UNTIL WE LEARNED BETTER

Until we learned better, we used to mix wood and steel in our car bodies and wheels.

It was the best way to make bodies—then. But the state of the art has advanced.

Of course, it is more expensive to make an all-steel body than to make a wooden frame and nail steel panels on to it. The better way involves an initial expenditure of several millions of dollars for new dies, which renders a change very costly. Cars, especially large expensive cars which are produced in small volume, cannot afford this, because the dies cost as much for one car as for a million. That alone explains why all-steel bodies are not used in all cars.

But our basic policy from the beginning is to make a good car better, regardless of cost.

For example, when we discarded wood-steel body construction, it was not because we lacked wood. We still have some thousands of acres of the best hard wood in America. Economy would urge us to use up the wood first, and then adopt the better all-steel body. But we decided that quality was more important than expense.

We weighed the reasons, for and against, before we made the change. We could see only one reason for retaining a mixed wood-and-steel body—nailing the metal on, instead of welding an all-steel body into a strong one-piece whole. That reason was, it would be cheaper—for us.

Our reasons for adopting an all-steel body were these: A wood-steel body is not much stronger structurally than its wooden frame. In all American climates, wood construction weakens with age. Every used car lot gives evidence of this. Rain seeps in between joints and the wood decays. A car may have a metal surface, and yet not be of steel construction. Under extreme shock or stress the steel body remains intact—dented perhaps, but not crushed.

Steel does not need wood for strength or protection. Wood is fine for furniture, but not for the high speed vehicles of 1933.

In the Ford body there are no joints to squeak, no seams to crack or leak.

The all-steel body is more expensive—to us, but not to you. By all odds, then, steel bodies seem preferable.

Wheels also have become all-steel. No one argues that an electrically welded one-piece steel wheel, such as the Ford wheel, needs to be "strengthened" by adding wood to it.

The one-piece all-steel body is the strongest, safest, quietest, most durable body made. That is our only reason for making them.

August 7th, 1933

Henry Ford

You Get Big Car Performance in the New Ford

Eight-cylinder smoothness and flexibility give the New V-8 Ford a distinctive place in the low price field. Speed, power and rapid acceleration are among its outstanding features. Light weight and sturdy design insure economy of operation.

DRIVE THE NEW FORD V-8 AND BE CONVINCED

This is the Roomiest and Most Powerful Ford Car Ever Built

Pollard Auto Company, Farmville, N. C.