

# The Journal-Patriot

INDEPENDENT IN POLITICS

Published Mondays and Thursdays at North Wilkesboro, N. C.

D. J. CARTER and JULIUS C. HUBBARD, Publishers

### SUBSCRIPTION RATES

One Year ..... \$1.50  
 Six Months ..... .75  
 Four Months ..... .50  
 Out of the State ..... \$2.00 per Year

Entered at the post office at North Wilkesboro, N. C., as second class matter under Act of March 4, 1879.

THURSDAY, FEB. 11, 1937

## The Nicaragua Canal

The proposal for the United States to dig a second canal connecting the Atlantic and Pacific oceans is again before Congress. It is an interesting idea, and to which is worth giving careful consideration.

For many years the United States has had a concession from Nicaragua for a canal across that country. Engineers have reported on it favorably. The Navy and the Army have made extensive surveys and are agreed upon its military value. The only question now is whether we need a second canal in addition to the one at Panama, and whether it would be worth what it cost.

The Navy people would like to have it. Our present naval set-up is one big fleet, based on San Diego, California, to protect both our coasts. If we did not have the Panama Canal, making it easy to move ships quickly from one coast to the other, we would have to maintain two fleets, one in the Atlantic and one in the Pacific.

Lately there has been a good deal of alarm expressed about the danger of the Panama Canal being blocked by a landslide or an earthquake, and the suggestion has been put forth that it would be too easy, in case of war, for enemy aircraft to blow up the canal locks. There is more to the Nicaragua canal plan, however, than merely providing a "second string" in case of war. It would cut more than 1,000 miles off the navigating distance between the Atlantic and Pacific coasts, and so would shorten the voyage for freight and passengers by two days or more, at corresponding reductions in cost. It is also much nearer to United States territory, at each end, and so easier to defend against foreign attack.

It would take about \$700,000,000 and ten years time to dig the Nicaragua Canal. Ten years is certainly not too far to look ahead. As money goes in these days, \$70,000,000 a year does not seem like too much to spend on a project as useful as the Nicaragua Canal.

## Floods And Droughts

The eastern part of the United States, which has been suffering from lack of water ever since the great drought of 1930-31, is now getting more water than it needs. It is probably doubtful if the net damage caused by the floods in the Ohio and Mississippi rivers and their tributaries will prove to be anywhere nearly so serious as the wide-spread distress and economic troubles which the seven-year drought circle.

Nobody has yet found a way to control the climate, and until that is done it is likely that most efforts at either flood control or drought control will prove futile, or at best will be of value to a very small proportion of the people.

The theory that floods and soil erosion are the consequences of human actions in cutting off the forests and plowing up the plains is frequently expressed. The fact is that there were devastating and soil-robbing floods before there were any settlers at all in America. The accounts of De Soto's discovery of the Mississippi, in 1541, tell of the muddy waters and the floating trees and logs. In 1647, Pere Marquette wrote of the great quantities of soil and the floating islands of trees that came down the Missouri.

In the long run, nature always strikes a balance. Droughts and floods recur in irregular cycles, but the farmer who is able and willing to stick through all of the hazards and uncertainties usually comes out even in the end.

## Merit Recognized

Naturally all are glad to know that Wilkes did very well in contributing over \$2,000 for Red Cross relief of flood sufferers and we read with delight the following editorial comment in Monday's Twin-City Sentinel:

The news was published last week that the people of Wilkes county chapter of the American Red Cross had given 12 times its requested quota to the Red Cross flood relief fund. The original quota was \$160. The chapter has given \$2,000.

It is remarkable how people respond in an emergency when they are acquainted with the nature of an emergency. The people of Wilkes county know a thing or two about a flood. It has been 21 years since they witnessed the worst flood in the history of their county, but they still remember.

The need for relief funds has not passed and any further contributions will be welcomed.

## Boy Scout Week

This is Boy Scout anniversary week and as such is being observed throughout the country.

The Boy Scouts compose a wonderful organization, one that is planting the seed of good citizenship. Parents should take a more active interest in Scouting and if they have a boy of Scout age they should encourage him to join the most convenient troop.

Radio addresses on Scouting are being delivered each afternoon this week. Encourage your boy to listen.

## Eastern Star

A chapter of the Eastern Star fraternity has been organized here and prospects are bright for a most active chapter.

Judging from what chapters in other places are doing the Eastern Star should prove to be a very beneficial organization in Wilkes county.

## Lincoln's Birthday Friday

Wise with the wisdom of ages,  
Shrewd as the man of trade,  
Grim as the propnets and sages,  
Keen as a damask blade;

Firm as a granite-ribbed mountain,  
Tender as woman's song,  
Gay as a scintillant fountain—  
Yet was he oaken-strong.

Here, the wonder of eons:  
Born into pain and strife;  
Dead, with a thousand poems  
Deathless, he enters life.

—Thomas Curtis Clarke,  
in Rural New-Yorker.

Out in the agricultural sections of the country where men have not had an opportunity to work at a real job for any wage the past four years, there isn't much sympathy for the "sit down" strikers. They are willing to put up with most any sort of a job until the country gets on its feet again.

## Sunday School Lesson

By REV. CHARLES E. DUNN

### JESUS THE GOOD SHEPHERD

Lesson for February 14th. John 10:1-16  
Golden Text: John 10:11

Judah is a land of shepherds. David was a tender of flocks from his boyhood. Amos, the first of the writing prophets was a herdsman of flocks. The shepherd, to the man of Bible times, was the ideal figure. "The king and every true leader of men," writes Principal G. A. Smith, "was called a shepherd." And Dr. Smith reminds us of the majesty of the shepherd's character. You understand why the Bible gives to him such prominence "when you meet him, sleepless, far-sighted, weather-beaten, armed, leaning on his staff, and looking out over his scattered sheep, every one of them on his heart."

Note, as an impressive illustration of this tender solicitude, that each sheep has its own name. It is not distinguished merely by a brand or head-mark, but has an individual name like a human person. "He calleth his own sheep by name," as our lesson text reminds us.

"And the sheep follow him: for they know his voice." Each shepherd has his peculiar call, and the flock know: the voice of its leader.

In the exquisite 23rd psalm we find God pictured as both a loving and guiding Shepherd. We must remember that the Oriental shepherd, instead of driving his sheep, as our western herdsmen are wont to do, goes before them, and he is always present. I recall seeing sheep in northern Vermont unattended, with pieces of board yoked about their necks to prevent their escape through a thin fence. In the East the shepherd is never absent. There are no fences, and danger is constant. The shepherd, as our glorious Golden Text makes clear, must be ready to give his life for the flock.

How perfectly Jesus plays the role of shepherd! He is the Good Shepherd indeed, an inspired leader who poured out his own blood in defense of his often foolish sheep.

## This Week In Washington

Washington, Feb. 8 (Auto-caster)—Strikes and floods occupy first place in the minds of official Washington, upsetting or deranging plans and programs of legislative and administrative agencies.

The strike situation is giving the Government more concern than is indicated by official utterances. How to remain entirely neutral in the three-cornered labor controversy between General Motors, the Lewis C. I. O. labor organization and the Federation of Labor is puzzling the Administration.

The major issue is whether the Federal government shall give open or tacit sanction to the principle of "sit-down" strikes, where workers take possession of an industry, refuse either to work or to leave the property, and prevent others from working. The statement by the Secretary of Labor, Miss Perkins, that the legality of the sit-down strike has never been settled does not reflect the general view in Administration circles. But everyone concerned hesitates to approve or order any action looking to the forcible removal of sit-down strikers from the General Motors plants.

The Labor Deadlock  
Washington has not forgotten the forcible eviction of the bonus marchers from the government buildings of which they had taken illegal possession, and of the disastrous political effect upon President Hoover which ensued.

This administration does not want to run the risk of arousing Labor's antagonism. Yet as long as the management of General Motors refuses to negotiate for a settlement of the questions involved until the sit-down strikers evacuate the company's property, a serious deadlock exists which the Government has no power to break.

That is why Secretary Perkins has asked Congress to give her power to issue subpoenas and so command the attendance of all concerned at conferences on labor questions.

Some observers here are pointing to what they regard as a parallel between the General Motors sit-down strike and those which occurred in Italy in 1923. In Italy groups of workers, avowedly Communists, took possession of automobile and other factories and not only occupied them, but undertook to operate them. A young Socialist newspaper man named Benito Mussolini offered a solution which the King of Italy accepted, a system of State Socialism which he called Fascism.

Flood Relief and Control  
The disastrous floods have brought the subject of flood control sharply to the foreground. Congress acted speedily in appropriating \$750,000,000 which the President had asked for relief purposes. Much of this, it is anticipated, will be spent for the relief and rehabilitation of those who lost homes and property in the Ohio and Mississippi Valleys. It is also the expectation that some of that appropriation will go toward starting flood-control works in various parts of the country under the so-called "Jadwin Plan."

After the 1927 flood in the lower Mississippi General Jadwin and the Army Engineer Corps worked out a comprehensive plan reaching to the farthest headwaters of all the important rivers of the nation. By means of reservoirs, dams, dikes and dredging this plan, it is believed, could retard the flow of heavy rains or melting snow and so avert future floods.

The drawback has been the enormous cost. The Jadwin plan contemplated that individual states would bear the cost of the necessary works inside their boundaries. But states began to ask why they should spend money at the headwaters merely to keep some other state, farther down river, from being flooded.

The belief here is that flood control will be accepted now as a national problem transcending state interests, and that a begin-

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ing will be made toward carrying out the Jadwin Plan as an exclusively Federal undertaking.

New NRA in Offing  
Something of the nature of a new NRA is definitely in the making. Trades and industries are to be authorized to make agreements among themselves on what constitutes unfair competition or other improper trade practices; such agreements to cover minimum wages and maximum hours of work. As outlined, the proposed law would make violations of such voluntary agreements illegal and punishable by penalties imposed by Federal courts.

On Capitol Hill there is talk of going much farther, and imposing excise taxes upon business concerns proportioned to the degree to which each conforms to accepted standards of hours and wages. Those who advocate this plan also propose that Congress should set up its own definition of interstate commerce, thus preemptively blocking any attempt of the Supreme Court to declare unconstitutional any law embodying or based on that definition.

Some good lawyers in Congress are doubtful whether the legislative branch can get away with any attempt to control the judicial branch of government. The most popular proposal is a law to require a 7 to 2 decision to declare any law unconstitutional.

Meantime, Senator Guffey of Pennsylvania, is proposing a Congressional investigation of the Supreme Court to determine how far its members are influenced by personal or political bias in their decisions.

Reading the ads. get you more for less money. Try it.

Charlotte, N. C., Notice of Sale. Whereas, Chevrolet Sedan, model 1930, Motor No. 1996019, and 200 lbs. chops, heretofore advertised in this district for three weeks have not been claimed, the same will be offered for sale at public auction as provided by Section 3460. Revised Statutes of the United States, at 12 noon, February 25, 1937, at Motor Service Store, North Wilkesboro, N. C. T. E. Patton, Investigator in Charge, Alcohol Tax Unit, Bureau of Internal Revenue.

### QUESTION AND ANSWER

Question: How much cod-liver oil should be used when fed on the scratch feed?

Answer: Cod-liver oil should be fed at the rate of one and one-half pounds to each 100 pounds of scratch feed. The best way to feed this oil is to weigh out 25 pounds of scratch feed and thoroughly mix six ounces of cod-liver oil with this amount. This should then be used until entirely consumed before another lot is mixed. It is also advisable to keep feed that is mixed with cod-liver oil in some container that can be closed so that it will not be exposed to the direct rays of the sun as this exposure would detract from the feeding value and also cause the feed to sour.

Reading the ads. get you more for less money. Try it.

It is sometimes difficult to distinguish the difference between ambition and greed.

Punishment for sin sometimes appears to be a harsh remedy but it is the only way that the ages have shown by which man learns.

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25 million cars since 1908 . . . more than one-third of all the cars ever built . . . enough cars to transport the entire population of the United States.

The figures represent a remarkable contribution to the social welfare, the industrial stability and the general progress of our country.

People respect Ford efficiency. They know Ford uses fine materials, the best workmanship at good wages, the most exact precision measurements. They know these things are passed along to purchasers in the form of extra value. Naturally, they like to do business with such a company. That is the only reason it has been required to produce 25 million cars.

Naturally, too, they expect more of a Ford car, more this year than last year — more

each year than the year before. They have every right to. The experience gained in building 25,000,000 cars enables Ford to produce today a really superb motor car at a really low price — with the Beauty, Comfort, Safety and Performance of much more expensive cars.

The 1937 Ford V-8 combines advanced design, all-steel construction, extra body room, and brilliant brakes with a choice of two V-type 8-cylinder engines — the most modern type of power-plant on land, sea, or in the air.

The 85-horsepower engine provides top performance with unusually good economy for its high power.

The 60-horsepower engine gives good performance with the greatest gasoline mileage ever built into a Ford car — and wears the lowest Ford price tag in years.

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