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INDEPENDENT IN POLITICS

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MONDAY, MAY 22, 1939

Optimism In The South

Ever since the war between the states, the economic problems of the South have been the subject of much discussion, but, until lately, very little action.

The late Henry W. Grady, fifty years ago, began to preach the doctrine that what the South needed was outside capital to develop industries that would consume its vast wealth of raw materials, instead of depending upon agriculture alone.

Now the South is beginning to lose its role of "America's most difficult problem." One after another, great industries are finding the South measuring up to their requirements of transportation, climate, strategic location near markets, raw materials, low living costs and all the other requisites for soundly based manufacturing enterprises.

Among the nationally known industries which have expanded their production resources by establishing new plants in the South in the past few years are DuPont, Eastman Kodak, Johnson & Johnson, American Sugar, International Paper and Pulp, B. F. Goodrich Company, and scores of others.

Users of cotton find it more economical to locate their plants where the cotton grows, which is the reason for the model community of Silverton at Thomaston, Ga., where the Goodrich Company consumes 50,000 bales of cotton a year in tire manufacturing, and is adding to that a mechanical rubber goods factory at Clarksville, Tenn.

International Paper, Continental Container and other producers of wrapping paper and corrugated board have built a dozen mills throughout the South to make paper from slash pine, the South's most prolific natural crop. One of the largest chemical industries in America, the Newport-Armstrong Industries, makes artificial camphor from pine stumps at Pensacola.

As a result of this recent industrial expansion, Southern banking facilities have tripled, manufactures have doubled and installed horsepower has quadrupled within the past few years. The South is at last entering upon the industrial era which Grady foresaw fifty years ago.

New Road Problems

With the network of highways in the state reaching a point where practically all principal points are served by hardsurfaced highways, a new problem now confronts the highway commission.

In the state are many miles of narrow pavement. A great part of the narrow pavement is concrete only 16 feet in width and much of that type of road is crooked. To illustrate this we point out Highway 421 from this city to Millers Creek as one example.

Some vehicles are half as wide as the road and when two of that type meet it necessarily means that a collision is narrowly averted. The difference between safety and death is only inches and that is too close for comfort.

This means that the utmost vigilance must be exercised, even by drivers of standard width automobiles, in order to avoid collision. To say the least such vigilance produces a strain upon the driver.

And if vigilance is once relaxed, or if something about the vehicle goes only slightly wrong, the morgue may have a new occupant and the junk yard some additional wrecks.

Thus the state highway commission finds a new problem, one of widening and revision existing routes as well as construction of new highways.

It is a big problem. The Millers Creek highway, while being one of the worst in the category of dangerous highways, is only one of many such sections of highways in the state in desperate need of widening or revision.

Tubercular Clinic

The public health service is rendering a valuable service in operating a tubercular clinic in Wilkes each year.

This means that the services of a highly trained and capable specialist, together with the most modern equipment, are placed at the disposal of the public without any fees being charged.

Several clinics have been conducted and while we do not have any statistics at hand, we can state positively that many new cases have been found in the various clinics. Some of the patients, although afflicted with the disease in advanced form, did not know they had the malady until they were examined in the clinic. Others were found to have the disease in its first stage and were able to begin treatment in time to arrest the disease.

And in addition to these benefits, the clinics have served as a reminder to the people that they should be examined in order to get hold of diseases before they make too much headway and the cause is hopeless. The clinics have helped to educate the public to the fact that it is no disgrace to have tuberculosis but that it is tragic to neglect it or be a principal in its spread.

The clinics have also been very helpful in tuberculosis prevention. Those who are found to have the disease are isolated and great care is taken that they do not give it to others. Members of the families, nurses and other who must necessarily come in contact with the patients, are made to realize the importance of precautions to be exercised in order that they may not contract the disease.

The clinics deserve to be supported. Every person who has cause to believe that he or she may have contracted tuberculosis should make an appointment at once and be examined before the clinic closes this week.

Borrowed Comment

"COULD THEY MAKE THEIR VOICES HEARD . . ."

(Reidsville Review)

Nobody knows how many men lie buried near the spot in Verdun where the Duke of Windsor made his appeal for peace.

It is certainly not less than 600,000. It may be nearly a million.

These are the men to whom Windsor referred when he said "am deeply conscious of this great company of dead, and I am convinced that could they make their voices heard they would be with me . . ."

Their voices are heard no longer. Some became silent in February of 1916, when the German attack began. Each day, as the attack swelled to its crescendo, more and more men became silent, frequently as many as 10,000 between sun and sun.

The supreme German assault did not come until July, when the gray-green waves swept down from the Douaumont ridge, across the ruins of what had been the village of Fleury, to pile up in horrid windrows against the inner girdle of forts. The mud swallowed up the living and the dead—"puree de cadavres," or corpse soup, the grim French called it.

In October, it was done all over again, the French re-taking the captured fort of Douaumont. Longer and longer rows of men become silent.

The great French ossuary at Verdun now commemorates 400,000 French and Allied dead. The German loss must have been almost as great.

And, as we generally believe, they are silent, they do not speak any longer. Great stretches of the hills about Verdun lie bare and naked even today, and not even weeds will grow amid the 20-year-old scars of one of the most monumental battles of history.

We say they do not speak any longer, these nameless dead whose strong young bodies were alive one day and food for quicklime the next. And Yet—

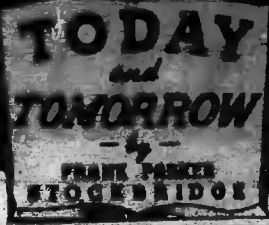
Windsor was well-advised in his choice of words, as always. He said ". . . could they make their voices heard . . ."

They do speak, these dead. They speak with eloquence beyond words and beyond speech.

It is we who will not hear. Coarsened by the years of brutalization that followed the World War, our ears are not attuned to the message from the ossuary at Verdun.

Behind the peace appeal of the exiled British prince, once himself as circumstances permitted, a soldier, there is a vast unearthly murmuring, a soundless sound of men calling from another time and place.

It is not that these dead do not speak. We will not listen. That is the world's tragedy.



It is just about twelve years ago now that a tall, slender young man flew out of the West in a plane named "The Spirit of St. Louis," and landed at Roosevelt Field, Long Island, where half a dozen other airmen had gathered, all bent on trying to make the first non-stop flight from New York to Paris, for which a \$25,000 prize had been offered by Raymond Orteig, a New York hotel man.

Nobody had ever heard of Charles A. Lindbergh, and he didn't say much about himself. Air experts were expecting that a Navy flyer named Dick Byrd, or a chap named Clarence Chamberlain, would win the prize. "Lindy" started off alone at 8 o'clock in the morning of May 20, and arrived in Paris at 5:20 the following afternoon.

The young flyer's feat gave American aviation an impetus which has put this country into first place in air travel. It also brought him world-wide fame, which he never expected and did not welcome, and which was responsible for one of the most tragic events which could occur to any man, the kidnapping and murder of his baby son.

HERO . . . criticism
"Lindy" never wanted to be a hero, disliked and still dislikes public acclaim.

But when public attention had been attracted by his famous flight, he could not keep out of the limelight. Government aviation authorities and commercial flying interests, who asked who this young man was, discovered that he was probably the best-trained flyer in America, a graduate of the hard Army flying school at Kelly Field, a Lieutenant-Colonel in the Army Air Reserve and an airmail pilot with a remarkable record.

It was inevitable that he should be called into consultation by the Army and by commercial airlines, when they found that he was not merely a reckless "stunt" flyer but a highly-educated aviation engineer, with a background that commanded respect.

He has been a member of the National Advisory Committee for Aeronautics since it was organized, technical adviser to important air lines and a confidential adviser to the Government on military aviation for years.

Because he is not a talkative person, and resents intrusions on his private, personal life, Lindy has been made bitterly criticized by little-minded and envious people than any other man in recent times.

PRIVACY . . . fear
I have always found myself in complete sympathy with Col. Lindbergh's desire to keep his personal and family affairs to himself.

After the brutal kidnapping and murder of his first-born son the Colonel and his life lived in terror of strangers intruding on their privacy. When news photographers tried to shove their camera through the car window to photograph their second son, Jon, they could not stand it any longer.

Col. Lindbergh told a friend that he was afraid of what he might do to some intruder, so he took his wife and child to England to live in a country where private rights are still respected.

After their third son was born in England, and the Colonel had found a new outlet for his engineering genius in helping the great French-American scientist, Dr. Alexis Carrel, in developing the "artificial heart" for the study of cell growth in animals, they moved to an island off the French Coast, close to the home of Dr. Carrel.

The newspapers reported that Lindy had been in Russia and Germany inspecting military air equipment. What they did not know was that he was on an official mission for the United States Army, and many printed articles accusing him of having become a traitor to his country.

ADVISER . . . valuable

Now Col. Charles Augustus Lindbergh has been called back to this country, to active service in the Army Air Corps, as adviser to the War Department on how to build up the fighting strength of our air force. Already he has given the sound advice that it is more important to build the best planes

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On U. S. Highway 421

than to build a large number of inferior planes.

In a time like this, when the problem of national defense overshadows everything else in official circles, this seems to me like a wise move on the part of the Government.

The prestige of Lindy's reputation, added to his unexcelled knowledge of flying and of plane construction, is probably of greater value to the nation than anything which could be contributed by any other one man.

I cannot believe that America is going to be involved in war, no matter what happens in Europe. The best way to assure our security, however, is to prepare our defense against the most dangerous point of attack, which is from the air.

HOME . . . background

Returning to Washington must seem to Col. Lindbergh like revisiting the scene of his childhood.

Few people remember that he was brought up in the Nation's capital. When he was five years old his father was elected to Congress from Minnesota and served for ten years. The boy Lindbergh went to the Washington schools, played with Washington boys, and learned the city as only a boy could learn the town he lives in.

After his father left Congress, in 1917, Lindy finished his schooling at the Little Falls, Minnesota, high school, then took the mechanical engineering course in the University of Wisconsin and went from there to the Army flying school.

New Gearshift On Chevrolet Popular

Detroit.—The new vacuum gearshift with steering column control has been the determining factor in the sale of more 1939 Chevrolets than has any other single advance embodied in the current models.

This fact is revealed by reports from Chevrolet's nation-wide dealer organization. Almost without exception, dealers cited the gearshift as the outstanding improvement for 1939, their opinion being based on customers' reaction rather than on their own.

Since the introduction of the 1939 models last October, the public has bought Chevrolets in such numbers as to give that company the largest percentage of the total business in the low-priced group that it has enjoyed since 1936. Registration figures, now complete for 45 states through the month of March, show Chevrolet leading the second-place car in all but two states and the District of Columbia. The latter's lead for those states totals 886 units, a figure more than offset by Chevrolet's lead in any one of 10 different states. The third-place car also has a lead, year to date, in two states and the District of Columbia, but its total lead is less than Chevrolet's lead in any one of 28 different states.

Dealers were asked not only to report on buyers' reasons for choosing Chevrolet, but, insofar

MASQUERADE



as possible, on their reaction after having driven the car for some time. Comment received under this latter head shows that the public has found in the vacuum gearshift advantages beyond those of safety and convenience, which were two of the primary points advanced by Chevrolet. Many owners report that this feature enables them to make long trips without the fatigue which would ordinarily follow such a

period behind the wheel. The explanation seems to be that the driver can sit in a relaxed position, since the shifting operation which once required movement of the arm and the body is now accomplished with the flick of a finger, without removing the hand from the wheel.

Other major new features which have figured in buyers' choice are the new knee-action, shockproof steering, and better visibility, dealers report.

EXTRA PENALTY

ON 1938

County Taxes

If not paid on or before June 1st, 1939. Payment now will save you money.

C. T. Doughton,
SHERIFF AND TAX COLLECTOR OF
WILKES COUNTY

Over
HALF A MILLION
1939 CHEVROLETS
sold to date!

—and the demand is increasing day after day!

Chevrolet is first in volume because

Chevrolet is first in value . . . the only low-priced car combining "all that's best at lowest cost!"

... Owners say it—sales prove it.

You don't have to look long—or drive far—to know why Chevrolet is leading all other makes of cars in sales in 1939, for the eighth time in the last nine years!

One quick, appreciative look at the trim, fleet, Aero-Stream lines of its famous Body by Fisher, and you'll know that Chevrolet is the most beautiful of all low-priced cars.

One thrilling turn at the wheel, and you'll know that it out-accelerates, out-climbs and out-performs all other cars in its price range—bar none.

Better see and drive the nation's biggest selling motor car—today!

Every 40 Seconds of Every Day,



Somebody Buys a New Chevrolet!

GADDY MOTOR CO.

TENTH STREET NORTH WILKESBORO, N. C.