

The Journal-Patriot

INDEPENDENT IN POLITICS

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D. J. CARTER and JULIUS C. HUBBARD
Publishers

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MONDAY, FEB. 12, 1940



All Power To The Finns

It is truly remarkable how the Finns, greatly outnumbered in man and equipment, are fighting off the red armies of Russia. Their valiant defense of their freedom and country naturally aroused the sympathy of practically every civilized country, and now many of these empires are coming to their aid and we hope that it will not be too late.

The Russian nation will hardly exist long enough to overcome its shameful move against the little Finnish country. The nation should be ostracized from world affairs.

The Finns so far have held back their powerful foe, but just how long they will be able to save their country is a matter we consider with fear and doubt. Yet there may be some way out for the people inhabiting this little country. Let this be our hope.

Congratulations To The Tribune

Heartiest congratulations are the order of the day for The Elkin Tribune for the splendid edition issued on Thursday, Feb. 8th, welcoming to that town the new additions to the Chatham Manufacturing Company and its many employees who are coming from Winston-Salem to Elkin.

The edition of The Tribune is one of the finest we've seen come from the press of any member of the group of weekly or semi-weekly newspapers in North Carolina, and reflects credit in the highest degree upon the publishers of the newspaper and the town and community it serves.

The opening of the larger Chatham plant in Elkin and the incoming of hundreds of new residents is a movement that should have been welcomed in such a manner as The Tribune did the job.

The Journal-Patriot also joins in welcoming the Chatham folk to our section of the state, and wishes this old-established and appreciated business concern the greatest success in the future.

Thank You, Highway Officials

Such a difference in the weather, now and about two weeks ago! Then all of us were experiencing the coldest weather almost in a generation, and snow and ice abounded everywhere in this northwest section of our state.

There was one group of citizens, however, that could not remain by the fire and keep snug and warm. This group is composed of our highway officials and maintenance forces. Regardless of the cold, snow or ice these men had to be on the job, some the whole night through—keeping the highways open the best they could under every handicap so that transportation might proceed. Very few of us really know the hardships these men undergo in such emergencies, and the job they did two weeks ago is one that deserves highest praise from every car and truck owner.

But you hear some folks say: "I don't see why the road forces don't do so and so", and they are prone to criticize. Just suppose some of these critics had to get out and work in the cold day or night. If they tried it a few times we don't believe some of this criticism would be forthcoming.

The Journal-Patriot praises the highway officials and maintenance men for their fine work during the recent severe weather. We know of actual cases where highway trucks and men were used to make it possible for heavy commercial trucks to negotiate the mountain highways, and travel in this section suffered little delay and inconvenience because they were on the job doing their best for the people they serve.

In our opinion the highway workers have been, and are now much under-paid by the state. They are not compensated as much as they should be for the long hours they work. It is a matter that should be adjusted by the State Highway Commission.

THEY HAVE TO WORK?

We are annually impressed with the number of people in this country when we find how many people are getting I.L.D.'s and see how many others there still are who have to worry along without them.—The Detroit Free Press.

Borrowed Comment

AN EFFICIENT ORGANIZATION (Oxford Public Ledger)

It is no easy matter to become a member of the North Carolina Highway Patrol. On the contrary, the hundreds who have made application for and have failed in the preliminary examinations offer some proof of the extreme care with which members of the patrol are chosen.

The fact, too, that hundreds of applications are filed each time a new quota of men is sought for training makes it possible for highway patrol officials to accept only those whose qualifications pass close scrutiny.

It is understandable, then, how highway patrol officials acted promptly and decisively in discharging Patrolman H. V. Norris, who stands charged with accepting a bribe of \$50. This officer was not of the character of men who wear the uniform of the North Carolina Highway Patrol.

It is the lack of such cases in the ten-year record of the patrol in North Carolina that has never shaken the public confidence in the organization. The officers have gone about their duties with unerring fidelity, enforcing the laws of the highway against white and black, rich and poor, alike.

Patrol officers, as they appear in court as witnesses, present to the court the facts as they know them, leaving to the court the task of determining the guilt of innocence of the defendant. Unprejudiced, they have always shown a willingness to abide by the ruling of the court.

By their fidelity, by their honesty, by their official gentility, all of which adds up into one of the best records of public service to be found in the state, members of the North Carolina Highway Patrol constantly demonstrate their individual pride in their organization.

It is, to be sure, a pride that is shared by all law-respecting citizens of the state.

OPPOSES ANTYLYNCHING BILL (Charlotte Observer)

"Do we need an antilynch law?" Strange as it seem, it is Collier's, the weekly magazine, raising the question, in an editorial in its issue for February 10.

And those who are at all familiar with the traditional policies of that magazine, published by the Crowell Publishing company, New York, and printed in Springfield, Ohio, would never accuse it of sympathy for the South. Nor would any one ever accuse it of sympathy for lynchings.

But Collier's confesses that the news that lynchings in the United States during the year 1939 hit an all-time low—three for the whole nation, with one of the victims a white man—makes it "wonder whether we need the antilynch legislation that bobs up in almost every session of Congress."

Editor Chenery reminds that "without such a law, lynching has been cut down in this country from a peak of 231 mob murders in 1892 to the three reported last year. The thing has been accomplished by education of public opinion. Press, educators, clergy—all of the forces of civic decency—have crusaded against this barbaric custom for 60 years."

Observing that "lynching seems to be definitely on the run in this country", the magazine editor concludes that "until and unless lynching threatens to go a long way toward that 1892 peak of 231, we'd say it would be wise to keep up the non-political crusading and sidetrack the proposed legislation."

Coming from such a source as the influential and venerable Collier's, long regarded as an exponent of Northern and anti-Southern sentiment on matters dividing the two sections, the views expressed should carry weight with those Northern senators who have been championing a Federal antilynch law.

Southern senators, however, may be expected to read the Collier's editorial from the Senate floor and see that it goes into the Congressional Record—and they should.

PUNISHMENT (Statesville Record)

Earl Browder, head of the communist party in the United States, has gone to jail to join Fritz Kuhn, late leader of the fascist German-American Bund. Both are serving time not because of their undemocratic beliefs or preachments, but because they thought themselves just a bit above the ordinary laws of the land. Browder goes to jail because he forged passports and traveled on them, Kuhn because of embezzlement charges.

In the conviction of both these advocates of the revolutionary overthrow of government in America, the courts and the juries leaned backward in an effort to keep the social and political philosophies of the defendants out of the picture. Both Kuhn and Browder received fair trials, were convicted, and must stand punishment because they believed they could break common, everyday American laws and get away with it.

So the bosses of both the American "reds" and the American nazis are in jail. There it will repay them to ponder the fact that the United States is still a nation of law and order, not a government of self-appointed Fuehrers or home-made dictators.

Chevrolet Truck Completes Test

Verified figures on the longest truck test run ever conducted under the auspices of the American Automobile Association have been officially released by that authoritative body, with the completion of Chevrolet's 100,000-mile, record-breaking truck tour of three nations.

The run, which has been in progress since January, 1938, establishes a new world mark for sustained, certified operation. It began and ended in Ottawa, Canadian national capital, on Jan. 10, 1938, and Jan. 21, 1940, respectively.

The unit selected for the test was a stock model, 1 1/2-ton Chevrolet truck, selected at random from assembly lines in Flint, Mich., by AAA officials. From the moment it left the assembly line, the truck has never moved an inch without AAA certification. Three official observers for the impartial auto organization have seen service with unit.

First leg of the record-shattering run was a goodwill trip from Ottawa to Mexico City, after which the unit was returned to the United States for intensive coverage of American highways. Exactly four miles inside the border of the 48th state the unit had visited, the old world record of 50,000 miles of similar operating was equalled. From the state of Washington, where the mark was broken the unit continued to Pikes Peak, where it made the climb on "the world's highest motor road" in time favorably comparable with that required by the average passenger car and with no motor or carburetion adjustments whatsoever.

With the completion of the first phase of the test in 1938, the unit was taken to New York, where it was exhibited dismantled at the auto show. Reassembled under AAA supervision, it again took to the highways, and in the past year has visited every state once again adding more mileage. On Jan. 19, the 100,000-mile mark was passed as the unit entered Detroit. The Detroit-Ottawa

round trip added an extra 1,000 miles.

Official AAA figures tell a story of economy, dependability, power and long life bearing out the slogan of the Chevrolet truck department. An average of 18.1 miles per gallon of fuel was maintained throughout the 100,000 miles, at an average operating speed of 33.07 miles per hour.

Ten miles per gallon averaged 69.91, based on the 4,599-lb. fixed "pay-load" the unit carried throughout the run. Oil was changed 44 times throughout the run, and but five quarts were added between regular changes. Miles per quart of oil consumed totalled 1,072. Of particular interest in the oil story, however, is the fact that mileage per quart during the final 10,000-mile period was ahead of the national average—1,181 miles per quart.

Total operating cost, including gasoline, all oil used, lubrication, work, and replacement was \$1,941.70, which is an average of \$0.01942 per mile and only \$0.00419 per ton mile.

Water was added to the radiator 18 times in 100,000 miles, total amount added being 22 qts., 3-4 pint. The first pint of water was added after the unit had traveled 11,000 miles.

The truck test run was the third Safe Driving Road Test conducted by Chevrolet, and the longest operation of its type ever undertaken. Driver of the unit throughout was Harry Hartz, old-time race driver. Stanley Reed, official AAA observer, accompanied the unit.

Teacher: "Give the principal parts of the verb 'swim.'" Johnny: "Swim, swam, swum." Teacher: "Good, now give the principal parts of the verb 'dim.'" Johnny: "Aw, quit your kiddin'!"

EXECUTOR'S NOTICE
Having qualified as Executor under the Will of H. L. Houck, late of Wilkes County, this is to notify all persons having claims against the said estate to present them to the undersigned within twelve months from the date of this notice or same will be plead in bar of their right to recover.
This the 26th day January, A. D., 1940.
JAMES D. MOORE, Executor.
By A. H. CASEY, Attorney.

Democrats Delay Raleigh Meeting

Memorial Auditorium Already Engaged For May 16th, Hoyey Announces

Raleigh, Feb. 6.—The state Democratic convention probably will be held May 17, instead of May 16, as planned by the party executive committee last Friday.

Governor Hoyey revealed tonight that Raleigh memorial auditorium was engaged for May 16, and that R. Gregg Cherry, chairman, would write committee members tomorrow suggesting the change.

The chief executive explained that long before the committee set the convention date, the North Carolina Funeral Directors association had engaged the auditorium for its annual meeting

May 14-19 and the date could not be changed. He said Mayor Graham Andrews had delayed conferring with him in hope that the funeral directors could change their meeting time.

Hoyey said he did not believe committee members would object to holding the convention a day later.

Ads. get attention—and results.

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March 1st, 1940

Pay Your 1939 Taxes Now And Save This 2% Penalty.

C. T. Doughton,

SHERIFF OF WILKES COUNTY



★ STAR FOR STYLING

Eye It.. Feast your eyes on the smooth-flowing lines and contours of this best-selling Chevrolet for '40, with New "Royal Clipper" Styling. . . Note that it's the longest of all lowest-priced cars, measuring 181 inches from front of grille to rear of body. . . Yes, eye it and convince yourself that it's the "star for styling"—the outstanding beauty and luxury leader among all cars in its price range!

★ STAR FOR PERFORMANCE

Try It.. Just touch Chevrolet's Exclusive Vacuum-Power Shift and feel the hidden power cylinder supply 80% of the shifting effort automatically, as no other steering column gearshift can do. . . Step on the throttle and see how Chevrolet out-accelerates and out-climbs all other low-priced cars. Relax as you enjoy "The Ride Royal"—the smoothest, safest, steadiest ride known. . . Yes, try it and then you'll know that Chevrolet's the "star for performance" among all economy cars!

★ STAR FOR VALUE

Buy It.. See your Chevrolet dealer and learn how very little it will cost to own a new Chevrolet for '40 with your present car in trade. . . Yes, buy it, and you'll own the "star for value," because "Chevrolet's FIRST Again!"

85-H.P. VALVE-IN-HEAD SIX

\$659

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