

The Journal - Patriot

INDEPENDENT IN POLITICS

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Thursday, February 2, 1950



Accidents Caused By Violations Of Law

Through January 26 this year 57 people were killed on the highways in North Carolina.

Practically every one of the deaths were preventable.

During that period there were 3,909 drivers involved in highway accidents reported. Ninety-three drivers were involved in fatal accidents.

There are laws governing motor traffic on the highways.

If drivers had not been violating laws there would have been but few accidents and number of deaths and injuries would have been drastically lower.

Here is the story on the 3,909 drivers in accidents in the 26-day period this year: 338 were speeding; 510 did not have right of way; 319 were on the wrong side of the road; 179 were following vehicles too closely; 187 were driving drunk.

Five hundred and forty commercial drivers, 530 farmers and farm laborers and 432 professional and business men were involved in accidents.

Rural areas continued to lead the State in highway deaths, injuries and accidents. Sixty-one of the 77 persons who died on the highways last month were killed in rural sections, while 700 of the 919 injuries and 1,309 of the 2,292 reported accidents were in the country.

The 77 killed in December represented a seven per cent increase in fatalities over the 72 killed in December of 1948 and brought to 843 the total killed in 1949. Injuries were up 192 or 26 per cent over December, 1948, while accidents increased 500 or 28 per cent. Total injuries for 1949 were 9,721 and accidents numbered 21,202.

Pedestrian fatalities in December showed a drop of one in comparison with the same month of the previous year. Twenty-three pedestrians were killed as compared with 24 in 1948. Ninety-one were injured in comparison with 88 during December of the previous year. Heaviest fatality toll was in the five to nine and 35 to 44 age brackets.

Collisions of motor vehicles accounted for the largest number of deaths in December—26, the same number killed in this type accident in 1948. Twenty-one persons met death when their vehicles ran off the road, an increase of seven over the previous year. Three were killed in motor vehicle-train accidents. Collision of animal-drawn and motor vehicles accounted for one fatality. One bicyclist was killed and one person was killed when his vehicle overturned in the roadway.

September and October topped other months of the year in fatalities with 83 each. July had 82. The lowest fatality month was May with 48. October also led other months in injuries with 980. December was second with 919.

December led in accidents with 2,292, while October was a close second with 2,287.

Governmental Trend In Excise Taxes

The terrible trend toward big government taking an alarming percentage of the national income in taxes is reflected in war-time excise taxes which plague the American people over four years after the war ended.

The taxes on various commodities, also

rail, bus and plane tickets, was put on during the war for two reasons: to discourage the production, sale and use of certain unessential commodities, and to get tax money to prosecute the war against the nazis and Japs.

But the taxes net the money-hungry government about a billion dollars per year in this peace-time economy, and it is hard to see a monstrous spending machine letting go of that much income. Many of the items bearing a 20 per cent tax are by no means luxury. It is not luxury to make a necessary long distance telephone call, or to have a telephone in your home. It is not luxury to ride on a train, bus or plane when you have to get some place. Many of the things which are taxed are no more in the luxury class than a lowly loaf of bread, which often is very necessary to sustain life itself.

But the government is running in the red. The budget makers say it is because we have to spend multiplied billions for defense and on the international scene to prevent another war. It is true that the greater portion of governmental expense goes to finance those things so vital to world peace, but the budget makers make no attempt to cut expenses among the numerous bureaus which are in competition with each other to see which can spend the most money and wield the most power and influence in the maze of government organizations.

-THE- EVERYDAY COUNSELOR

By Rev. Herbert Spough, D. D.



The most effective way to become fire-conscious and to learn how to take steps to prevent fire is to experience one. But that's a very expensive way. Anyone who has lived through a fire has learned to be careful. By like token, it can be said that the best way to become conscious of one of mankind's worst scourges, polio, is to experience it. But that's an awful way to learn.

The year 1949 was a tragic year for polio in the nation. More than 40,000 people were stricken—a tragic new record in the history of the disease in this country. The grim specter of infantile paralysis haunted American homes from early May to the year's end. Weekly new cases reached staggering proportions for ten consecutive weeks, smashing any previous record. Never before has a severe epidemic been so wide spread. Never before were appeals for help so urgent.

The National Foundation for Infantile Paralysis estimates that 80 per cent of all their patients afflicted in 1949 were assisted in whole or in part by the March of Dimes Funds. The high cost of patient care wiped out treasuries of National Foundation Chapters in 43 states, and National Headquarters was deluged with appeals for emergency aid. All these demands were met. By late October more than 7½ million had been sent into the field. Highest single item of expense was the payment of hospital bills for thousands of families who could not carry the financial load involved in this high cost disease. A single case may cost as much as \$10,000 a year. Help was given to all who needed it, without regard to age, race, creed, or color.

The March of Dimes Funds go to help pay for this treatment which is made available at your local National Foundation Chapter.

There is as yet no preventative for polio and no absolute cure. But modern treatment methods have minimized crippling and are effective in preventing deformities that were common a decade or more ago. The National Foundation is conducting extensive research in polio, and we can look forward to the time when this dread disease will be banished as have other scourges which particularly attack children.

We urge every reader of this column to contribute liberally to the March of Dimes Campaign this year and help control, alleviate and eventually banish this scourge which may strike your own family circle. Give the March of Dimes your support.

Editor's Note: The third edition of Dr. Spough's little book on successful living "The Pathway to Contentment" is now available. Orders may be sent to The Everyday Counselor, Box 6036, Charlotte 7, N. C. The price is \$1.00 postpaid.

Singing Held At Fairplains Church

Stone Mountain Union Singing Association held a very successful singing Sunday afternoon at Fairplains Baptist church.

Arthur Warren, chairman, presided and many groups delighted a large audience with singing throughout the afternoon.

Singers who participated were as follows: Fairplains choir, Arthur Warren, leader; Fishing Creek quartet, C. B. Mayberry, leader; Maple Grove choir, Clarence Blewins, leader, also Maple Grove quartet; Higgins Family, of Oak Ridge; Margaret Wyatt, soloists; Glenna Higgins, soloist; Whitley Sisters, of Maple Grove; Stony Ridge choir, Fred Cothren, leader; Goodwill quartet, Dorothy Billings, leader; Oak Grove choir, Grover Tharpe, leader; Oak Ridge choir, C. W. Wiles, leader.

Congregational singing was led by Earl Wiles and John McGrady, with Miss Ruby Brown, Fairplains choir pianist, at the piano. Various groups of the Fairplains choir also participated as follows: junior choir led by Cary Johnston; Rev. Clate Brown, Mrs. Cary Johnston and Earl Anderson; junior quartet of eight to ten years of age, Brenda Brookshire, Kay Beamon, Elaine Anderson and Roena Hayes, with Dorothy Beamon pianist.

J. A. Gilliam, who was forced to give up the position as chairman of the organization because of illness, was present to greet old friends and enjoy the singing.

CARD OF THANKS

We acknowledge with sincere thanks the many acts of kindness shown to us during the illness and death of our beloved wife and mother.

S. M. SHUMATE and Children

Support the Scouts

C. G. Jackson, 67, Funeral On Tuesday

Charlie Gentry Jackson, 67, died Sunday night at his home in North Elkin following a two week illness. He was a member of Ebenezer Methodist Church and of Elkin Masonic Order. He was an employee of Chatham Manufacturing company 14 years. Surviving are his wife, the former Nina Steel whom he married in April, 1910; two children, Mrs. Charles Wampler and Dewitt Jackson of State Road; five grandchildren; one half brother, John Layne of Pilot Mountain. Funeral was held Tuesday at 2 p. m. at Ebenezer Methodist Church. Burial was in the church cemetery.

Recreation leaders of senior 4-H and home demonstration clubs in 16 eastern counties will be given special training at workshops to be conducted early in February.

About 50 per cent more broilers are moving to market now than a year ago. State College authorities urge homemakers to use more poultry in their menus during the next few weeks.

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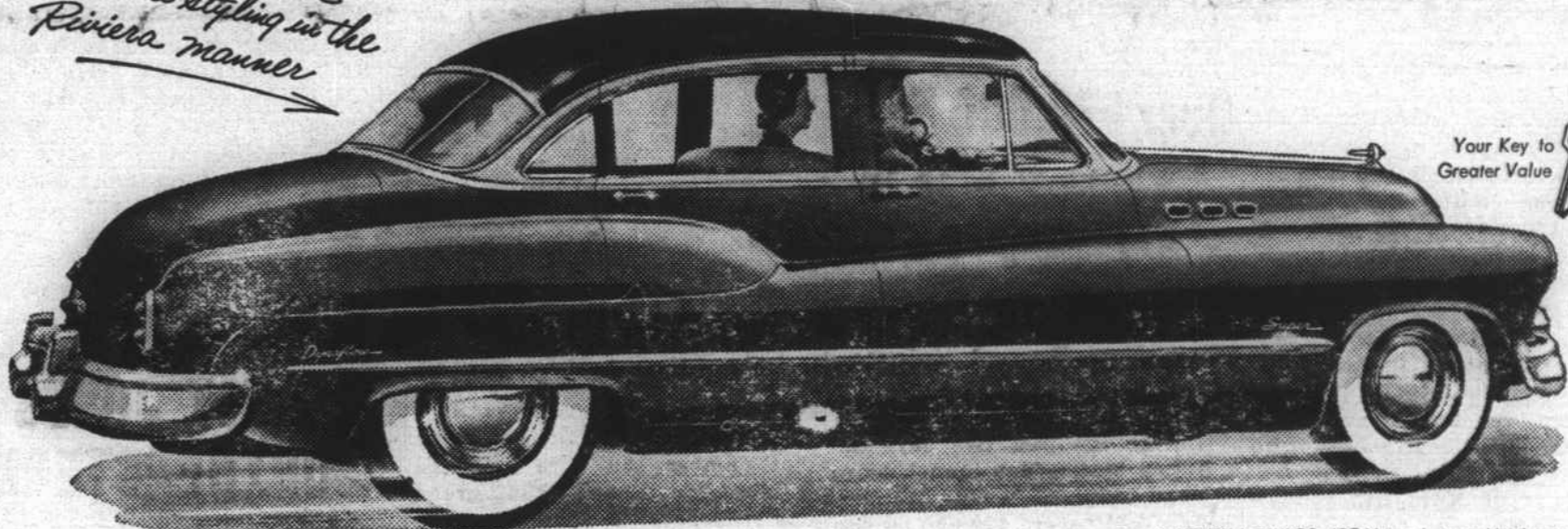


BENEFITS ARE NOT REDUCED FOR CHILDREN OR ELDERLY DEPENDENTS
AGE LIMIT 1 DAY TO 80 YRS.

TWO-WAY STRETCH

that's strictly inside stuff!

LOOK! Whap-around rear windows and top-side styling in the Riviera manner



Your Key to Greater Value

Tune in HENRY J. TAYLOR, ABC Network, every Monday evening.

HERE'S THE NEW 1950 BUICK SUPER 126, companion body-type to the equally new ROADMASTER 130. Both are shorter than last year's 4-door Sedans—yet 4 inches longer in wheelbase. In both, the difference is used to give you real stretch-out room in the rear seat.

What the boys did here really calls for some medals.

We gave them the job of coming up with something that was bigger inside—for room and comfort—longer in wheelbase—always important to good riding qualities—yet unbulky and easy-handling in over-all dimensions.

Just look how well this tidy number meets these "impossible" specifications!

Item one—rear-seat cushions are a full foot wider than last year's SUPERS and ROADMASTERS.

Item two—in every dimension—leg-room, head-room, hip-room, shoulder-room—this rear-seat compartment is bigger than previous models—and nearly four inches longer, fore and aft, than other 1950 Buick interiors.

Item three—wheelbases are the longest of our 1950 line. On the SUPER, it is 125½" instead of 121½"—on the ROADMASTER 130, it's 126¼" instead of 126¼".

Yet—and here's where the magic comes in—the whole car is shorter over-all. Actually less from bumper to bumper than previous Buicks in these series.

That means easier parking, easier tucking away in family garages, easier maneuvering in crowded traffic.

There are some other things too. An extra rear-quarter window not found in standard 4-door Sedans. A different upperstructure styling that makes this body-type stand out as something pretty special.

Even special names that let you say, "I drive a SUPER 126" or "Mine's a ROADMASTER 130," just by way of being different.

Yes, we think we hit on a happy idea in the "Longfellows," as they're coming to be known. They are not longer, on the outside, but there's a two-way stretch—in width and length—in the rear compartment.

You're going to like that—as you'll see by calling on your own Buick

dealer. If he doesn't have one on hand, he can get it pretty promptly—and at a price and on a deal you'll have trouble matching, much less beating, anywhere else. See him now, will you—about placing an order?

Features like these mean BUICK'S THE BUY

HIGHER-COMPRESSION Fireball valve-in-head power in three engines, five hp ratings. (New F-263 engine in SUPER models.)

NEW-PATTERN STYLING, with bumper-guard grilles, taper-through fenders, "double bubble" taillights.

WIDE-ANGLE VISIBILITY, close-up road view both forward and back.

TRAFFIC-HANDY SIZE, less over-all length for easier parking and garaging, short turning radius.

EXTRA-WIDE SEATS cradled between the axles.

SOFT BUICK RIDE, from all-coil springing, Safety-Ride rims, low-pressure tires, ride-steadying torque-tube.

DYNAFLOW DRIVE standard on all ROADMASTERS, optional at extra cost on SUPER and SPECIAL series.

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