

The Journal - Patriot

INDEPENDENT IN POLITICS

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Monday, August 14, 1950



State Is Meeting Highway Deficiency

North Carolina is spending more proportionately than any other state to overcome her highway deficiencies.

The American Road Builders Association has released this information as part of a nation-wide survey of highway needs. The survey says North Carolina has \$132 million worth of deficiencies. It lists State Highway expenditures for the calendar year as \$75 million.

(Actually the State Highway Commission is spending a vastly larger amount than \$75 million. During the fiscal year just ended the Commission spent a total of \$117 million for all highway purposes. (This includes funds from the \$200,000,000 secondary road program.)

Ranking behind North Carolina in meeting road deficiencies are Florida, Virginia, Wisconsin, Pennsylvania, Alabama, Missouri, Kentucky, Indiana and Oklahoma.

The survey states that the highway systems of the various states won't meet the demand of 1950's traffic for an average of 16 more years at the current rate of road construction expenditure.

In commenting on the survey, Dr. Henry W. Jordan, chairman of the State Highway Commission, said: "These figures show that North Carolina stands high among the 48 states in amount of work being done to overcome highway deficiencies. But it also shows that we must do even more to keep pace with the heavy growth of traffic and the continuing obsolescence on our highway systems."

Uniform Signs Aid Motorists

L. R. Fisher, director of the Highway Safety Division of the North Carolina Department of Motor Vehicles, today cited the present obscurity of this once-familiar highway sign as an example of the rapid growth of our system of traffic signs and signals during the past 35 years.

"Motoring in America," he said, "is a perfect example of an innovation that grew too fast for its own britches. We had the vehicle before we had the roads to accommodate it; by the time we started getting enough roads, other difficulties were rapidly being created."

One of the chief handicaps plaguing the pioneer motorist, according to Fisher, was the absence of directional and warning signs on existing highways.

The widespread boom in the construction of inter-state arteries preceding World War I, however, speeded installation of such signs accordingly.

"Ironically," Fisher said, "this rapid outcropping of traffic signs was almost as much of a curse as a blessing. Shapes, sizes, and colors of the signs were left to the discretion of the local, state, or county authorities, and official imaginations ran wild."

The amazing strides that have been made in the standardization and use of traffic signs and signals are being emphasized this month by the North Carolina Department of Motor Vehicles as part of its August program of traffic safety education.

"Standardization of traffic signs and signals was the only solution to the confusion that resulted from the early hodge-podge of vari-shaped and colored road markers," Fisher said, "but the present degree of standardization has still failed

to reduce accidents as much as it was originally envisioned."

Reliable, and wisely engineered, signs and signals are useless, if drivers ignore them. As proof that this is the case, the North Carolina Department of Motor Vehicles reports that, in 1949, out of 720 fatal accidents there were 44 instances of a signal, or traffic officer having been overlooked or ignored.

"We now have a good, nation-wide, system of signs and signals," Fisher said, "let's not nullify all the good work that has been done to protect us in this respect by ignoring them. Most important — let's stay alive by heeding these 'Signs of Life!'"

Borrowed Comment

IGNORANCE'S ONSLAUGHT
(Greensboro Daily News)

With the reinstated draft only a few weeks old, North Carolina must again be shocked by the mental deficiencies of its young men who are being called up for induction.

The mentally deficient, it is shown in first statistics to be released by the state's three draft processing centers are running substantially ahead of the physically deficient. At the Raleigh center, for instance, of 73 Alamance registrants examined, four failed to make the physical grade and 18 the mental. Of Wake group of 38 men 14 failed to clear the mental hurdle.

Yet, as army officials explain, the mental tests are relatively low. Somewhere we have noted that the same standards applied during the war prevail, which means the mental requirement entails the equivalent of a fourth grade education. Army spokesmen at Raleigh say draft boards are sending them selectees who cannot read and write and others who have finished only the first few grades of school.

LIFE'S BETTER WAY

WALTER E. ISENHOUR
High Point, N. C., Route 4

EASY TO FORGET

It is easy to forget that which we should remember. As a consequence we should remind ourselves quite often of our promises and vows to God, also our promises to each other.

I'm thinking now of the promises and vows that were made by tens of thousands of people during the last great war through which we just recently emerged. No doubt parents all over the land promised and vowed to God that they would live for Him, go to church and Sunday school, give liberally of their means toward the support and spread of the Gospel, have family prayer, read and heed the Bible, and live godly, if God would only spare their sons and permit them to return home. No doubt the vast majority of those who made such promises and vows have not carried them out. After the war was over and their sons returned they forgot, or simply neglected, those promises and vows, consequently have drifted along and lived carelessly, many of whom have served the devil. Their lives have meant nothing to God's cause.

Then we think of the thousands of our soldiers who promised and vowed to God that they would live for Him if He would spare them and let them return home to loved ones and friends again. God took them at their word and they were spared, but we believe the vast majority of them have been untrue to those solemn promises and vows. No doubt many preachers of the Gospel, and many Christians all over America, expected to see the young men of our communities and towns, cities and villages going to church and Sunday school, living for God and doing much good, who have been sadly disappointed. God spared the majority of our young men who were in service in the recent World War in answer to prayer, and through confidence in their promises and vows, but when they returned we have seen very few in church and Sunday school, and have observed very few that have lived for God and fulfilled their promises and vows. It is simply too bad. Multitudes of those dear boys have simply given themselves over to the devil, become drunken, adulterous, wild, rowdy and wicked, while many others have merely drifted along carelessly and failed to live for God. O dear people, repent, get to God and go forth, even at this late day, to fulfil those promises and vows!

Support Y. M. C. A. Efforts

FLYING SAUCERS — IN MODEL PLANE MEET

FLYING SAUCERS/ REAL OR IMAGINED? DO THEY ZOOM ACROSS THE HORIZON OR DO THEY APPEAR ONLY IN THE MIND? AIR EXPERTS AND OBSERVERS ARGUE DAILY ABOUT THE NEWEST SENSATION OF THE AIRWAYS—FLYING SAUCERS!

WHILE ADULTS ARE DEBATING YOUTHFUL MODEL PLANE ENTHUSIASTS ARE ACTUALLY BUILDING AND FLYING THE SPEEDY DISCS. AS A RESULT FLYING SAUCERS WILL BE AN OUTSTANDING FEATURE AT THE GREATEST MODEL PLANE MEET IN THE U.S., THE PLYMOUTH MOTOR CORPORATION'S 48 INTERNATIONAL MODEL PLANE CONTEST AT DETROIT, AUGUST 14-21.

In 1700 it took 19 people working in the soil to produce food enough for 10. The city is a product of 20 so one could go to town.

Now, 1-2 to 2 can produce enough for 10. The city is a product of the agriculture machines.

In 1700 it took 19 people working in the soil to produce food enough for 10. The city is a product of 20 so one could go to town.

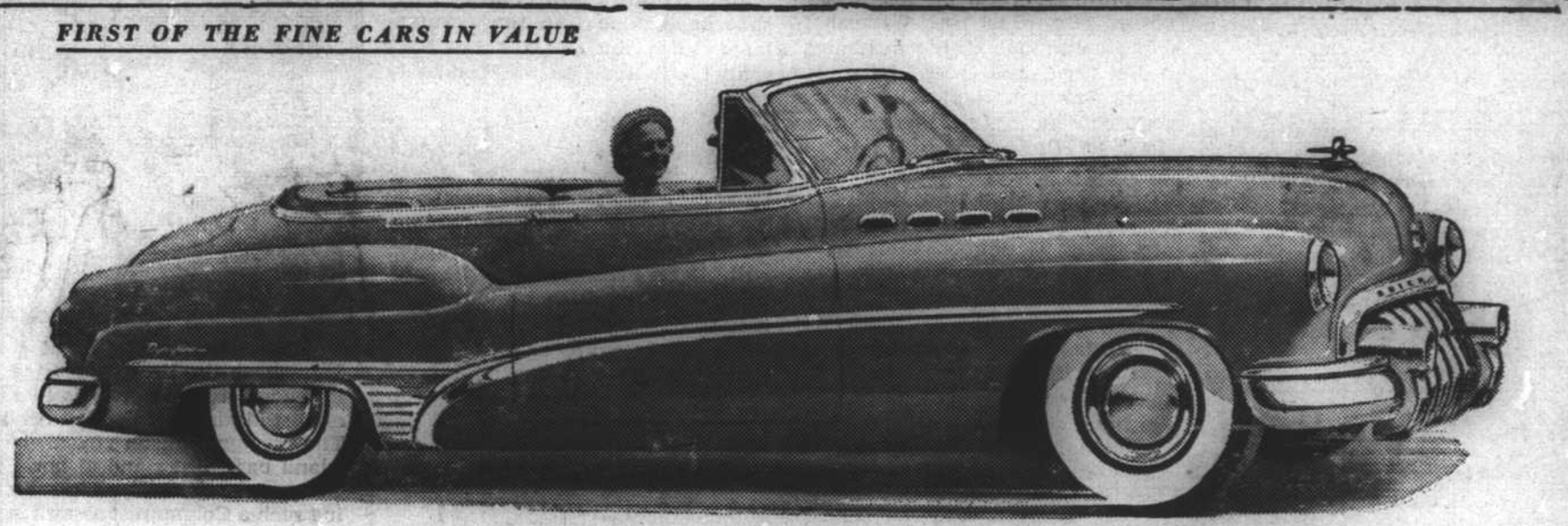
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SHOONS, TENNESSEE
FOR YOUR LIME REQUIREMENTS

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- LIME that is ground fine and spreads easily.
- LIME that has a very low content of moisture.
- LIME THAT WILL BE DELIVERED WHEN YOU WANT IT.
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You Get a weight ticket with each load.
A CARD TODAY WILL HAVE YOUR LIME ON THE WAY



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It's a big moment when any new car rolls up to your door and you start out fresh and spanking bright.

Think, then, what it's going to mean when that new car is a ROADMASTER like this one pictured here.

You'll swing wide the door and slide into a car that's truly fine—and looks it.

You'll put foot to treadle and touch off the might of a great, 152-horsepower Fireball straight-eight that's ready to master any road—or anything it meets there.

You'll have the silken magic of Dynaflo Drive to simplify your

driving, ease your way. A handsome flexible steering wheel, automatic windshield washers, soft Foamtex cushions, and many other items that are "extras" elsewhere are standard equipment here.

But even while you enjoy all that, you've a still deeper satisfaction enriching your pleasure.

For here you have not only a fine car, but a sound and frugal investment as well.

You have paid less per pound than any comparable car costs—and automotive men will tell you price per pound is the soundest measure there is of solid, thoroughgoing merit.

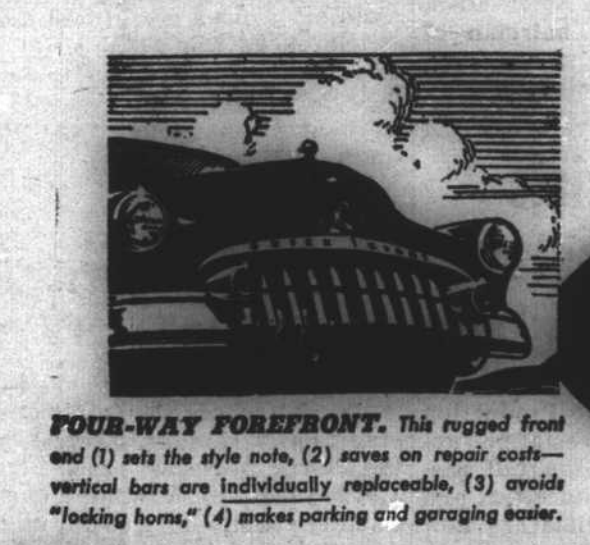
You've bought quality—top quality—all the fine things a fine car should provide. But you haven't spent a penny more than a fine car need cost.

And that can mean a lot. For instance—

Drop in on your Buick dealer: Try out a ROADMASTER. Match it, feature by feature and point by point, with any other fine car on the road.

Then get the price.

You may well find that you can get not only a new ROADMASTER for the sum you had in mind—but maybe a new fur coat for your wife as well!



FOUR-WAY FOREFRONT. This rugged front end (1) sets the style note, (2) saves on repair costs—vertical bars are individually replaceable, (3) avoids "looking horse," (4) makes parking and garaging easier.



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In Cinecolor
With John Payne
Gail Russell — Sterling Hayden

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"AFRICA SCREAMS"
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