

## The Journal-Patriot

INDEPENDENT IN POLITICS

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THURSDAY, SEPTEMBER 6, 1934

### Grange Invited Here

Unless some unforeseen difficulties arise the 1935 state Grange convention will convene in North Wilkesboro. From reliable sources we have learned that the state executive committee has looked over the scene and have reported favorably. Action by the state convention meeting in Lumberton the latter part of this month will settle the question.

The Grange is the outstanding rural fraternity adapted especially for farm people and is made up of some of the best citizenship in the state.

Although it is more than a year ahead it is time to think about giving this representative body of people a good time and a warm welcome to North Wilkesboro.

We know of no other organization made up of a more representative type of people and their impression of North Wilkesboro and Wilkes County will mean much for the reputation of our community.

Here's hoping that nothing will get in the way of the convention coming to Wilkes, the scene of the first county Grange in North Carolina.

### What's Wrong?

This is the third consecutive issue of The Journal-Patriot to carry an editorial touching upon the alarming number of automobile fatalities but since danger on the highways can be reduced by education of the people to the enormous risk of carelessness the comment should be worthwhile.

Reports indicate that 1934 is seeing more men, women and children killed in automobile accidents than in any previous year. Figures supplied by the National Bureau of Casualty and Surety Underwriters show that for the first six months of this year about 20 per cent more people were killed than in 1933, and the worst driving months are yet to come—September, October and November. In 1933, nearly 31,000 persons were killed. If you add 20 per cent to this number it will amount to 37,200, with more than 1,000,000 persons injured. The economic loss will jump into the billions.

What is the matter? It is not possible that the drivers of the country have ceased to think. They would not admit that they are willing to wipe out or cripple the population of a large city every year. Yet, they do so, and seemingly they don't care.

There must be some kind of a new germ in the air which infects us all. Perhaps it is the speed bug. In any event, it compels us all to dash somewhere or nowhere in our cars day or night for no pressing reason. Then we come back to the same place in the same hurry. If a man, woman or little child gets in the way, it is just too bad. If another car, or bus, or tree, or stone wall is in the way, that is just a tough break.

Our authorities have been liberal in the matter of driving rules and regulations. On the whole, drivers are legally allowed plenty of speed at all times. But this liberality does not extend to the point where the authorities are willing to have an army of people killed every year. The motorists of America should realize that the time will come when the authorities—representatives of themselves and their neighbors—will pass stricter regulations and enforce more stringent penalties. If people will not exercise care for themselves, society as a whole must exercise it for them. There appears to be no other way out.

Another thing that makes life in this America so interesting is an article by Miss Ginger Rogers, 21, of Hollywood, on how to make a success of marriage.—Detroit News.

### Advertising Our State

There are few people who have not heard of Pike's Peak in Colorado and this mountain has gained so much publicity that the average person, not too well versed in geography, would think it is the highest peak in the country.

But such is not the case. There are about a half dozen mountains in the state of Colorado alone which are higher than Pike's Peak and doubtless some of them are equal in grandeur and scenic interest.

Then why is it that we hear so much about Pike's Peak? Simply because none of the other mountains have been advertised so widely.

The Carolinas, Inc., is an organization with headquarters at Charlotte. The one and only purpose of this firm is to advertise the Carolinas, telling the world just how desirable North and South Carolina are for a brief stay or a sojourn of a lifetime.

To raise funds to carry on a publicity campaign Carolinas, Inc., is selling stamps on which are pictured such scenes of interest as Grandfather Mountain, Wright Memorial, Blowing Rock, Guilford Battleground, Linville Falls, King's Mountain, Caesar's Head and other places in addition to illustrative scenes of industrial and sport activity.

These stamps are being sold to people to put on mail going out of the state in much the same manner as Christmas seals are used. They have a two-fold purpose, to advertise the state and to raise funds for other forms of publicity.

The Kiwanis Club here is entering on a project to sell stamps of this type in North Wilkesboro and it is worthy of public support. Money used for advertising the state is well spent, especially in view of the fact that the Great Scenic Parkway will soon be a reality and that people will be turning their attention to North Carolina and more especially this northwestern section, which has suffered from lack of publicity more than any other area of scenic interest.

### Sunday School Lesson

By REV. CHARLES E. DUNN

HEZEKIAH LEADS HIS PEOPLE BACK  
TO GODLesson for September 9th. 2nd Chronicles 30.  
Golden Text: 2nd Chronicles 30:9.

Hezekiah ascended the throne when Judah was in the throes of a spiritual depression. A young man in his 26th year, he was the good son of unworthy Ahaz. Probably his mother Abijah atoned for the wickedness of his father. From her he doubtless inherited a large share of his good qualities. "A good mother," wrote George Herbert, "is worth a hundred schoolmasters."

Hezekiah's long reign of 29 years is of great importance. It witnessed the invasion of Judah by Sennacherib's Assyrian army which seized 46 cities and over 200,000 prisoners but was unable, because of a providential affliction, perhaps a pestilence, to capture Jerusalem.

But we are more particularly interested in Hezekiah's religious reforms. They are described in the 18th chapter of the 2nd book of Kings where we read that "he removed the shrines, broke the obelisks, and cut down the sacred poles; he demolished the bronze serpent made by Moses." And the chapter in 2nd Chronicles before our lesson says "he did that which was right in the sight of the Lord."

The lesson describes the king's invitation to all Israel and Judah to come to the temple at Jerusalem to keep the passover. Hezekiah saw that everything in both kingdoms was sinking from bad to worse. He therefore decided to assemble the separated peoples in festival worship of their common God. It was a wise and generous proposal inspired by a gracious spirit. Unfortunately this gesture toward unity met with ridicule. But there was a large enough group in favor of the plan to make possible its successful fulfillment. Indeed "there assembled at Jerusalem much people to keep the feast . . . a very great congregation." Thus the passion for the larger view triumphed.

A politician who broadcast a speech the other night claims that the radio misquoted him.—Washington Post.

In years to come there will be a haughty society composed of the descendants of persons who saw Dillinger killed.—Rockford (Ill.) Register-Republic.

This column has quit worrying about the depression and is now worrying about those who still worry about the depression.—Dallas Morning News.

As we understand the experts, there is plenty of food in the United States, but not enough people who like to eat.—Newark Sunday Call.

The silence that is coming out of Germany is nothing more than the censorship at work.—Louisville Courier-Journal.

## This Week In Washington

Washington, Aug. 31. (Auto-caster)—Since the President's return from his vacation, the political forecasters have been getting busy again figuring out what is going to happen next under the New Deal. And the smartest of them are saying, quite openly, that all the signs indicate that Mr. Roosevelt is rapidly veering toward the left. That is to say, the feeling here is that policies which are regarded as "radical" have definitely won out over the more conservative courses which business men and industrialists have been hoping he would adopt.

Just how much basis there is for such a conclusion depends a good deal, of course, on definitions. There are lots of people who slap the label "radical" or "revolutionary" on anything they don't agree with. But what is behind this growing impression of Presidential radicalism is not only the recent nationalization of silver, with its inflationary implications, but some of the things the President said in his Green Bay speech, on his way back to Washington.

### President Receives Protest

"The President is beginning to talk like Tugwell," is the way one observer expressed it. Mr. Tugwell has become notorious for drawing, what some consider, misleading implications from well-known facts.

It is, of course, not quite correct to say that President Roosevelt subscribes to all of these radical doctrines, but since he got back from his trip to Hawaii he has been flooded with protests against the tone of some of his recent utterances, coming mostly not from ultra-conservative or political sources but from ordinary business men who are trying to reassure themselves that business is still going to have a chance to grow and to earn profits.

Of course, no President ever succeeded in pleasing everybody, and Jim Farley has reported to the President that he is pleasing more people than any President ever did, so much of the complaining runs off like water off a duck's back. The plain fact of the situation, however, is that the Administration is up against conditions which were not foreseen and which seem likely to result in a considerable readjustment of programs, if not of policies.

It must always be remembered that Mr. Roosevelt has consistently said that he didn't know whether any of his projects would work, but he was going to try them, anyway, and if they failed, scrap them and try something else.

### To Revise N.R.A.

It seems now to be reasonably clear that N.R.A. is headed for the scrap-heap, at least the more onerous provisions of that complicated structure. General Johnson is definitely on his way out.

Business men and industrialists like the idea of having Government support for trade association agreements, and will welcome a chance to continue, in the major industries, along the lines laid down in N.R.A. They are beginning to get a bit nervous, however, over the apparent disagreement between the President and General Johnson in the matter of price-fixing. The General's idea, which was the theory at the base of the Recovery Act, is that prices should go up, in order that business may make profits and so pay better wages and hire more workers.

The President, it is understood, has come to the point of fearing rising prices may react unfavorably upon the Administration, particularly in foodstuffs and other things consumed by city folks. And there seems to be no escaping the certainty that such prices are on the way up.

The AAA, on the other hand, is bent upon getting better prices for farm products; but since Nature took a hand in the shape of the greatest drought in American history, its administrators are not so keen about enforcing all of their plans for crop reduction.

### The Silver Situation

One definite result of the apparent continuous swing toward the "left" in the Administration is a further tightening up of private credit. Individuals and institutions with free capital are investing only in Government bonds or other low-interest sound securities, refusing to risk their capital in business or constructive enterprises until they get better assurances that they will be given a chance to make a profit by its use. The trend in the opposite direction which the Government has been trying to stimulate by its home-financing plan under the Housing Act has not yet set in. This may come, however, if the new silver program turns out to be the beginning of a real inflation of the currency.

The nationalization of all silver bullion at 50 cents an ounce,

and the Government's announcement that it will take silver from 24 over the world and that price and issue \$1.25 37 paper money against each ounce is calculated to have a beneficial effect upon Oriental trade exchanges and perhaps lead to a general stabilization and equalization of world currencies. As a means of domestic inflation, however, it is not a very long step.

Many conservative members of the Administration think that real inflation is an inevitable next step, and they are advising people to put their funds into commodities and tangibles, certain that dollar values for such things will go many times higher shortly. And the pressure from the great mass of debtors for cheaper money is increasing rather than diminishing.

### Borah Raps Monopolies

Pocatello, Idaho, Sept. 3.—If the two major political parties do not break the hold of monopolies, the people must rise up and do it, Senator William E. Borah (R), Idaho, declared today.

Borah, NRA critic, energetic foe of monopolies, condemned the NRA for fostering what he believes to be monopolistic practices in the country. He declared that until anti-trust laws are restored, the new deal is still the old deal.

Addressing 6,000 persons here today, Borah praised labor and warned the average worker to be careful before accepting promises of communism to improve their condition.

He declared that labor had not gone communistic but, despite pressing problems, stands "four-square for those things that stand for American people."

### GOVERNOR RETURNS PART OF HIS PAY

Raleigh, Sept. 3.—Governor J. C. B. Ehringhaus refunded voluntarily \$1,443.75 of his salary for the 1933-34 fiscal year to the state treasurer, according to records of the state auditor.

The Governor previously announced he would return 15 per cent of his \$10,000 annual salary. Constitutional provisions prevented the legislature from slashing his pay. Several other state officials also refunded part of their salaries because of North Carolina's financial condition.

### ENGINEER KILLED IN TRAIN WRECK

Centreville, Miss., Sept. 3.—Leaving the rails and plowing up tracks for a quarter of a mile, the New Orleans-bound passenger train of the Mississippi Valley Railroad was wrecked near here today. The engineer was killed and several other trainmen and passengers hurt, nine of them seriously.

## Thanks to the Public

We greatly appreciate the large volume of business extended us during our special sale on tires, tubes, batteries, etc., during the month of August. The patronage extended by you went far beyond our expectation, and we are sincerely appreciative. Make it a regular habit of saving on your automobile needs and repairs by trading with us.

We are pleased to announce that W. R. (Rabbit) Vannoy is now connected with our firm. Mr. Vannoy needs no introduction to the people of this section as he has been engaged in the automobile and service station business for a number of years. He will be glad to continue to serve you.

## Motor Service Store

WILEY BROOKS—PAUL BILLINGS  
Ninth Street North Wilkesboro, N. C.

### Davis, Noted Speed Flier, Dies In Crash

Airport, Cleveland, Sept. 3.—Plucky little Doug Davis, flying in the face of a premonition of death, crashed and died in the wreckage of his speed plane today while rounding a pylon in the \$10,000 Thompson trophy race.

Flashing past the mangled body of his fallen competitor, Col. Roscoe Turner, of Los Angeles, who had trailed the Atlanta speed pilot for 65 miles of the race, shot across the finish line to win the trophy and the \$4,500 first prize.

The crash occurred behind the huge grandstand at the national air races. More than 125,000 air fans who did not know for two hours that the flier had died in the accident, were saddened when they learned that Doug Davis had sacrificed his life on the altar of speed—for the advancement of aviation.

Davis' plane, a Weddell-Williams racer—the same in which the late Jimmy Weddell set the world's land speed record last year—was ground into a mass of twisted steel by the crash. The flier's body was broken and torn. Both legs were severed. His head

was crushed.

Flying a plane of the same make, but with a much more powerful motor, Turner won with an average of 248.129 miles an hour, some four miles an hour less than the Thompson trophy record set by Major Jas. H. Doolittle in 1932 at Chicago.

### Miss Booth Is Elected Salvation Army Head

London, Sept. 3.—Commander Evangeline Booth, descendant of the Salvation Army, tonight was elected head of that organization, succeeding General Edward John Higgins.

Commander Booth won over Commissioner Henry Mapp, present chief of staff of the Salvation Army, her chief opponent for the post as general. She is 69, eldest daughter of William Booth, founder of the organization and its first head, and for years has headed the American branch of the Salvation Army.

### BRAME'S RHEUMA-LAX FOR RHEUMATISM

Quick Relief

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The only car under \$2500 with a V-8 type 8 cylinder engine.

Extra cost of dual door-drift upholstery \$290.

Torque-tube drive. Found in no other car under \$795.

4 floating rear axle with shock-mounted pins. Exclusive on Ford.

Completely water-tight cylinder and upper crankcase walls.

Standard 2-way shock absorbers. Meet our with this feature cost \$150 more.

5% grain coating system. Meet our with this capacity cost \$100 more.

All steel body gives maximum safety.

Single point Cross V-belt Window Ventilation. \$75 extra for best car with this feature.

The more high-priced cars you look at

the more FORD V-8 FEATURES

YOU SEE!

IT'S when you look at higher-priced cars that you really begin to appreciate the Ford V-8!

The smoother performance of a V-8 engine, for example, would cost you at least \$2,500 in any other car. And only in cars costing a good deal more than the Ford V-8 will you find the ease of control and "roadability" of the Torque-Tube Drive. From its aluminum cylinder head to its 4 floating rear axle, the Ford V-8 is a succession of costly features that cost you nothing extra.

Some of these features are listed around the illustration above. Study them carefully. See just why the Ford V-8 is "the car without a price class"—why you owe it to yourself to drive this new Ford V-8 before you decide on any car today.

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AND UP, F. O. B. DETROIT

Easy terms through Yadkin Valley Motor Company—the Authorized Ford Finance Plan.