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INDEPENDENT IN POLITICS

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THURSDAY, OCTOBER 17, 1935

Autumn Fires

Let this be noted as we pass:

The maple wears a flaming coat;
And death has touched the aged grass,
And crickets sound a sadder note.

All day the far blue hills are fed
With fainter light from weaker sun;
And, mourning where their loves lie dead,
The late leaves redden one by one.

Old chimneys wake with autumn fires,
And send aloft their curling breath;
And long-dead ghosts of old desires
Walk nightly in their robes of death.

—James Larkin Pearson.

Hazards of Home Life

It was Mark Twain, we believe, who used to say that the most dangerous place for anybody to be was in bed, because he had learned from statistics that more people died in bed than anywhere else.

Admiral Carey T. Grayson, head of the Red Cross, has just given out some similar statistics, which are to be taken a little more seriously than Mark Twain's humorous remark. More people are killed every year by accidents in their own homes than are killed on the highways in automobile accidents, the Red Cross has discovered. Last year more than 34,000 lives were lost by such things as falling downstairs, fires, accidental poisoning—usually from taking the wrong pills out of the bath room medicine closet in the dark—and such hazards as lightning, forgetting to turn off the gas, and standing on top of wobbly step ladders.

The Red Cross is starting a campaign for safety in the home. We will do our part by trying not to step on the soap the next time we get out of the bathtub.

New Thought On Economics

Very often something drifts in to a newspaper office that stirs our attention because it is something new. From a syndicated article entitled "Two Minute Sermon," by Thomas Hastwell, we find a paragraph dealing with a successful man's advice to his grandson. We offer it for what it may be worth.

"My daily contained recently an interview with Theodore Gary, telephone magnate, in which Mr. Gary told the story of his life and then devoted the remainder of the interview to the advice he had often given his grandsons. Three things especially attracted me in the interview of this very successful man. The first was that though now the head of a concern which does an annual business of 150 million dollars and employs 25,000 persons Mr. Gary started out a poor boy. The second thing that impressed me was that although almost eighty years old and having during his long active career been engaged in many business enterprises and employed many people he never himself nor permitted any of his employees to be anything other than strictly honest and honorable in all their dealings. The third thing that impressed me in connection with this remarkable life was this portion of his advice to his grandsons: 'Think constructively. To illustrate, if you are earning \$1000 a year and spending it do not waste too much thought on how to reduce expenses so as to save \$100. But rather think and plan how to increase your earnings \$100 a year.' I like that thought. There is more involved in such a philosophy of life than merely the \$100. The mere saving of \$100 calls for a retraction, a suppression of one's energies, a drawing in, but the earning of another \$100 calls forth extra energies, more active and more progressive thought. It tends to develop further the energy and initiative and outlook. Coming from a man like Gary, who has proven its value in a long successful and honorable life, it is splendid advice to any young man or young

Tourists and Parking

The parking situation in North Wilkesboro has perhaps been a pet subject with us but a glance at newspapers in other towns indicate similar situations that offer plenty of room for improvement.

Just for the purpose of enlightenment we are reproducing in full an editorial entitled "An Imperative Necessity," which appeared in a recent issue of the Winston-Salem Journal:

John M. Brown, head of the Winston-Salem Automobile Club, is right much of a humorist. But the local "Will Rogers" was not trying to be funny last week when he declared that many cities and towns of the country are losing heavily in tourist trade because they do not provide adequate parking space in their business centers.

Of course, as he talked, Mr. Brown had a direct eye on Winston-Salem, for this city is especially lagging and lacking with respect to adequate parking facilities in its downtown area. The problem has been so acute here that for years suggestions have been tendered relative to the establishment of a large parking center somewhere near the heart of the business district. But for this reason or that nothing has come of the repeated suggestion.

Meanwhile, as Mr. Brown points out, visitors, tourists, coming into town with a view toward spending some time in the city on account of the wide number of accommodations, amusements, recreational facilities, etc., stay only a short while and move on to some tourist cabin camp where they find plenty of storage room for their cars.

By establishing a free parking center somewhere near the center of downtown business activities, the city can capture many an elusive dollar that now has a tendency to flee to out-of-town tourist camps, roadside cafes, rural service stations, etc. And it can assure itself of many trade dollars that now are headed toward other towns and cities simply because farm and village folk in its natural trading area can find no place to park here while doing their shopping. Better parking facilities in Winston-Salem seems to us to be an imperative necessity.

With the exception of recommending a parking area in the business district the editorial suggestion might well be applied to North Wilkesboro as well as Winston-Salem. There they have a parking problem similar to ours except on a much larger scale.

On Saturdays business people and clerks would do well to leave their cars in alleys or on side streets in order to provide more convenient parking room for visiting customers.

And we still advocate the idea of setting aside some vacant lot for trucks that sell produce to consumers. It would be much better than being on the streets in that it would provide more parking space for visitors and would mean a convenience to the farmers who wish to sell and the buyers would know just where to go if they were looking for a pig—for instance—or any other animal or article that is sold from trucks.

Distance from market often makes a difference in the price at which a thing will sell. For instance fish worms in the garden and grasshoppers in the field are not worth anything, but around the fishing resorts they are worth ten cents a dozen.

The most far sighted investor these days is the one who had the forethought to locate his home on a corner lot suitable for a filling station.

Sunday School Lesson

By REV. CHARLES E. DUNN

JEREMIAH'S MESSAGE

Lesson for October 20th. Jeremiah 7:1-11. Golden Text: Jeremiah 7:23.

Religion, according to Jeremiah, is inward and spiritual. Religious faith, he tells us, is an experience of the individual soul in its relation with God. The prophets who preceded Jeremiah were interested primarily in the nation. The individual for them had importance only as a member of the fatherland. But Jeremiah stresses personal religion. To be sure, he never lost faith in Israel and its final restoration. But his primary stress was upon the individual heart and its inescapable union with its Maker.

But if religion is fundamentally personal, then the heart must be clean. And when it is pure then what Jeremiah calls the New Covenant operates with full freedom and power. "This shall be the covenant that I will make with the house of Israel: after those days, saith the Lord, I will put my law in their inward parts, and write it in their hearts; and will be their God, and they shall be my people." (Jer. 31:33.) This sublime conception is the culminating idea in Jeremiah's gospel. Note how harmonious it is with the teaching of Jesus. It is not quite on a level with the emphasis of the Master, because Jeremiah does not describe the method whereby this inward renewal is to be realized. But it is a striking anticipation nevertheless of the New Testament viewpoint.

Another cardinal idea in Jeremiah's message is the pain of God. He himself suffered terribly as he witnessed the sin, stupidity, and tragic fate of his people. Out of this bitter experience there dawned upon him a conviction that God, too, must agonize over a world gone grievously wrong. God, teaches Jeremiah, carries the woe and sin of men in His very heart. And this divine suffering is the guarantee of ultimate salvation. Here we have a wonderfully impressive foreshadowing of the message of the Cross.

This Week In Washington

Washington, Oct. 15. (Auto-caster)—Three liveliest questions in Washington:

1. What is the Supreme Court going to do about the four New Deal laws, upon the constitutionality of which it will shortly have to pass?

2. How effective will the American neutrality policy be in keeping us out of trouble in the European war?

3. Can the potato control law be enforced, and if so what will be its political effect?

The first constitutional question which the Supreme Court will pass on in its glittering new white marble temple of justice is on the AAA. That is on the Court's docket, a test case raised by a New England cotton mill, challenging the right of Congress to impose a processing tax on cotton. The real question is not the right to tax but the right to allot the proceeds of the tax to benefit payments to the cotton growers, rather than turn the money into the Government's general revenues. Washington bettors are offering odds that the Court will throw the processing tax out of the window.

Also Before Court

The other three questions, on which petitions for review are pending before the Court, concern the constitutionality of the Bankhead cotton control law, the right of the Federal Government to take property by condemnation proceedings for housing and slum-clearance programs, and the validity of the TVA's plan for selling electricity to municipalities.

Congress will meet again on January 3, and in the intervening three months it is expected that decisions will be handed down which may give the Senators and Representatives a lot of work to do.

War Proclamations

With war between Italy and Ethiopia now an actuality, President Roosevelt has acted under the neutrality resolution with two proclamations. One of these lists all kinds of military supplies and equipment, which Americans are forbidden to supply to either of the belligerents. The other is a solemn warning to all American citizens that if they travel on the ships of either of the nations at war or transact any business with those nations they do so at their own risk and our Government will not concern itself if anything happens to them. Since Ethiopia has no ships, this merely means that Americans are warned against traveling on Italian ships.

If the war involves no other nations it is quite possible nothing of serious consequence to the United States will follow these proclamations. But if the League of Nations imposes economic sanctions against Italy, which means that no member of the League may legally carry on any trade in any commodity with that country, a tough question will be put up to the United States.

We are not members of the League, and would not be bound by its action. Undoubtedly great pressure will be brought by industrial and commercial interests to take advantage of the trade opportunity which would be offered. But if other nations undertook to enforce the League's sanctions by blockading Italian ports, it is easy to imagine a situation existing which might bring the United States smack into a lot of trouble. And don't think the boys of the State Department aren't worried about that contingency. They are.

Potatoes Again

Potatoes are something else again. Secretary Wallace announced the other day that he wasn't going to make any effort to enforce the potato control plan. It wasn't more than 24 hours after that before representatives of the big potato-growing states, chiefly Maine, Idaho and Utah, descended upon the Agricultural Department in a body. The embattled potato farmers demanded to know why they weren't entitled to Government benefits just as much as peanut growers and other agriculturalists, in whose interest the Government has been trying to raise the price of their products.

The liveliest exchange of threats and demands that has been heard in Washington for some months resulted. In the end Mr. Wallace said all right, he would do what he could to enforce the potato law, although there wasn't any money available to do the necessary policing of every potato patch in the nation.

The best informed opinion in Washington is that the promised enforcement will be halfhearted and ineffective and that the potato growers will try to stir up a lot of trouble for Mr. Wallace when Congress meets again.

Every 99 men have to have another one to help them make a living.—Henry Ford.

SCHOOL DAYS

By DWIG



Urges Farmers Not To Sell Scrap Weed

For the benefit of about 600 tobacco growers in Wilkes County County Agent A. G. Hendren has requested the publication of a letter from J. B. Hutson, an AAA director, to tobacco farmers urging that they not offer scrap tobacco on the market this year. The letter follows:

Reports that scrap tobacco has been sold this season by some contracting growers indicate that these growers do not fully understand the provisions of the flue-cured contract. Contracting growers who sell scrap or any other tobacco this season for less than 5 cents per pound probably will lose money by making the sale. The reasons for this are as follows:

(1) The contract provides that all tobacco, including scrap, produced on and sold from the farm of a contracting grower must be entered on allotment cards and covered by tax-payment warrants obtained from agents in tobacco warehouses.

(2) If a grower sells tobacco in excess of 85 percent of his base production, it will be necessary for him to obtain more than 5 cents per pound in order to offset the reduction in the adjustment payment.

(3) The sale of tobacco without having it covered by tax-payment warrants makes the grower liable for the return of all payments under his contract and the value of the tax-payment warrants issued to him.

(4) A contracting grower with unused allotment may be able to sell this allotment to another contracting grower having excess production through the County Agent's office at 4 cents per pound.

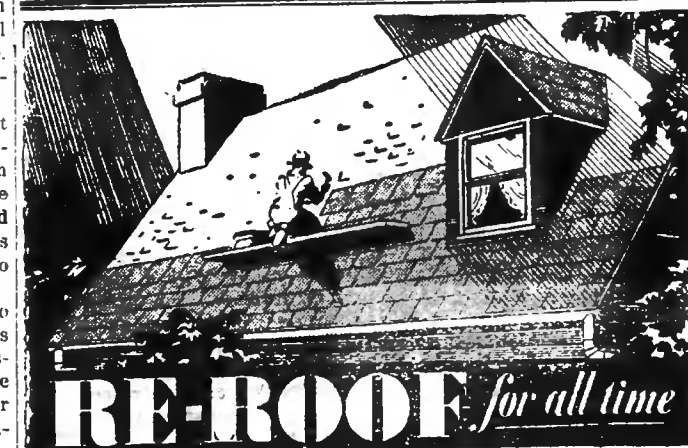
Before selling the unused allotment, the grower must sell all of the tobacco produced under his contract including low grade or scrap tobacco, retain a sufficient portion of the allotment to sell all of such tobacco, or render the unsold tobacco unmarketable. All scrap tobacco which is not sold must be rendered unmarketable before compliance with the provisions of the contract.

can be certified. This tobacco may be rendered unmarketable by spreading it on the land and discing it in or by mixing a sufficient quantity of lime with the tobacco.

Scrap tobacco which growers cannot afford to sell may be used profitably for fertilizer on land which is not suited for tobacco. The use of this tobacco on land to be planted to tobacco might result in the spread of plant diseases which would cause serious losses in succeeding crops, nor should scrap tobacco be used on or around seed beds. Excellent results may be expected from use of low-grade tobacco for fertilizing truck crops. Such tobacco

may also be used as an insecticide for spraying poultry houses and similar uses, by boiling it and spraying with the extract. In order that growers may not unknowingly violate their contract, your cooperation is requested in getting the facts in this letter to other contracting growers. If a person offers to buy scrap tobacco from you, his name and the license number on his truck should be obtained and turned over to the County Agent.

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1 1933 Ford DeLuxe Roadster
1 1932 Ford DeLuxe Tudor
1 1931 Chevrolet Coupe

1 1931 Ford Sedan
1 1931 Ford Tudor
1 1930 Ford Coupe
2 1930 Ford Tudors
1 1930 Ford Convertible Sedan
1 1931 Pontiac Coach
1 1931 Pontiac Coupe
1 1929 Pontiac Coach
1 1929 Pontiac Sedan
1 1930 Plymouth Sedan
1 1930 Ford Touring
1 1930 Chevrolet Sedan
1 1930 Austin Coupe
1 1930 Dodge Coupe

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