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INDEPENDENT IN POLITICS

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MONDAY, JANUARY 6, 1936

Russia has finally decided to pay workers according to their ability. Fortunately for many of us, we are not Russians.—Cincinnati Enquirer.

Story on the locally increasing demand for luxuries says shoppers who bought bath robes and school shoes in former seasons are also buying cocktail-shakers, perfumes, and sheer chiffon hose this year. The children, apparently, are growing up.—Arkansas Gazette.

A Good Resolution

In the last issue of The State appeared the following editorial paragraph:

"We hope you have made a New Year's resolution and are living up to it—that whenever the opportunity presents itself you will endeavor to purchase North Carolina-made products in preference to all others. You'd be surprised at the number of items which are made in this state. One of these days we're going to run a list of them."

Now there is an idea to expand the trade-at-home principle. We urge buying here and why not stress the buying of goods made in this state? Anything that helps the state must necessarily help our own community.

Horrible Facts

Quite much has been said recently about the safety drive that is being put on in the schools. The main item of study in this campaign to make near such a vent of the safety drive is the surveyor, before any of the highways are surveyed, to make sure that the road is safe. Sudden Death Digest.

For the benefit of those who have not read one of these pamphlets, here is an excerpt:

It's like going over Niagara Falls in a steel barrel full of railroad spikes. The best thing that can happen to you—and one of the rare things—is to be thrown out as the doors spring open, so you have only the ground to reckon with. True, you strike with as much force as if you had been thrown from the Twentieth Century Limited at top speed. But at least you are spared the lethal array of gleaming metal knobs and edges and glass inside the car.

Anything can happen in that split second of crash, even those lucky escapes you hear about. People have dived through windshields and come out with only superficial scratches. They have run cars together head on, reducing both to twisted junk, and been found unhurt and arguing bitterly two minutes afterward. But death was there just the same—he was only exercising his privilege of being erratic. This spring a wrecking crew pried the door off a car which had been overturned down an embankment and out stepped the driver with only a scratch on his cheek. But his mother was still inside, a splinter of wood from the top driven four inches into her brain as a result of her son's taking a greasy curve a little too fast. No blood—no horribly twisted bones—just a gray-haired corpse still clutching her pocketbook in her lap as she had clutched it when she felt the car leave the road.

On that same curve a month later, a light touring car crashed a tree. In the middle of the front seat they found a nine-months-old baby surrounded by broken glass and yet absolutely unhurt. A fine practical joke on death—but spoiled by the baby's parents, still sitting on each side of him, instantly killed by shattering their skulls on the dashboard.

If you customarily pass without clear vision a long way ahead, make sure that every member of the party carries identification papers—it's difficult to identify a body with its whole face bashed in or torn off. The driver is death's favorite target. If the steering wheel holds together it ruptures his liver or spleen so he bleeds to death internally. Or, if the steering wheel breaks off, the matter is settled instantly by the steering column's plunging through his abdomen.

By no means do all head-on collisions occur on curves. The modern death-trap is likely to be a straight stretch with three lanes of traffic—like the notorious Astor Flats on the Albany Post Road where there have been as many as 27 fatalities in one summer month. This sudden vision of broad, straight road tempts many an ordinarily sensible driver into passing the man ahead. Simultaneously a driver coming the other way wings out at high speed. At the last moment each tries to get into line again, but the gaps are closed. As the cars in line are forced into the ditch to capsize or crash fences, the passengers meet, head on, in a swirling, grinding smash that sends them careening helplessly into the ether.

Congress in Session

Newspapers are going to get a change in diet. For the past several months they have been fed on movie divorces actions, straw votes, black widow spiders, Hauptmann appeal details, et cetera, and now congress is in session, and they can expect a change to political dope on this, that and everything else.

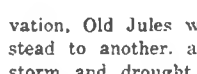
We cannot vision any great accomplishments from the present session because the political complexion is such that everything will be considered from the angle of its effect on the 1936 election.

However, there are some important things the people can watch. These include more economy in government, probably passage of the bonus, efforts to pass a 35-hour work week law, and more liberal provisions in the security law. Whatever happens, we believe that business has little to fear from the present session of congress or the 1936 election. If the New Deal is approved in the election we do not believe that it will be developed in such a manner that will put hamestrings on business and that there is nothing to fear along that line. Likewise, if the national administration is changed, there should be no cause for alarm because public opinion will demand that the things that are known to be beneficial will be continued.

BRUCE BARTON
Says:
MUCH TO DO, PIONEERS

Mixed up with a great deal of justifiable complaint about existing social conditions there is a certain proportion of plain ordinary self-pity. It expresses itself after this fashion: "You who are older have grabbed all the opportunities. You had it easy in your day. If you couldn't find a job, or if you didn't like your job, there was always the land. You could pioneer."

Seen through the rosy haze of emotion, the pioneers appear as a company of hardy young men and women, with their attics full of ham and potatoes and their cellars full of hard cider—dancing barn dances and holding husking bees. But what were the facts? You get a glimpse of them in a recent biography called Old Jules by Mari Sandox, daughter of a Nebraska sod-hut pioneer.



Bruce Barton

Merely to escape starvation, Old Jules was driven from one homestead to another, a half-dozen moves. Sand storm and drought destroyed his crops; his cattle died from lack of food or water, or were frozen to death in the terrific shelterless winters. He had to fight off thieves and wolves, and labor from star-light in the morning to moon-light at night. Four wives wore themselves out trying to carry on with him; he could hardly have been punished more by sentence as a galley slave.

His case is not exceptional. Out of the multitudes who started west with the Forty-Niners, only a few arrived; thousands traveled only a little way before the privations drove them back.

The western frontiers are gone it is true, but if any boy or girl has in him the courage of the pioneers he will not be downed in this age, any more than he would have been a hundred years ago. Courage is timeless; so, unfortunately, is self-pity.

TOO MANY BABIES MEANS WAR

On the subject of Peace I am a middle-of-the-roader, and am accordingly shot at from both sides. My preparedness friends criticize me as a contributor to peace movements; my peace-at-any-price friends regard me suspiciously because I advise a strong national defense.

The horrors of war ought to be constantly advertised like the horrors of highway accidents. We need to be inoculated continuously also with the serum of caution against foreign propaganda. Thus far I go along with the peace workers.

But when they talk about the causes of war they frequently talk nonsense. The World War, in its effects, is still going on; the depression of 1919-23 and of 1929-36 are as much a part of it as was the Battle of the Argonne. Is anybody so child-like as to think that Big Business is as well off today as it would have been if peace had reigned since 1914?

The real causes of war are not bankers or battleship builders or scheming politicians. The real causes are babies. Havelock Ellis pointed this out years ago in his Essays in War-Time. The French, with their declining birth rate, did not want war; the English people did not want it. The German people did not want it. But in forty-four years the Germans had increased from forty millions to eighty millions—there was the war pressure. Today Soviet Russia has about sixty people for each acre of tillable land; The United States has a hundred. But Italy has more than four hundred; Germany more than five hundred, and Japan more than twenty-four hundred!

The nations with declining birth rates cry, "Peace." The crowded nations talk about their "defensiveness." The rulers who make war are not really really they are distracted men, at their wits end because of too many babies.

Resident of Abshers Community Passes

Ray Caudill, Age 28, Claimed By Death; Last Rites Conducted Sunday

Ray Caudill, 28, resident of Abshers, died Friday morning in the hospital here from peritonitis following an operation for ruptured appendix.

He was a member of a well known family in Walnut Grove township, being a son of Mr. and Mrs. S. C. Caudill. In addition to his parents, he leaves his wife, Mrs. Alice Caudill, one daughter, Ursula, and the following brothers and sisters, all of Winston-Salem; Tarry, Sam, Maude and Flossie Caudill, and Mrs. John Reesus.

Funeral and burial services were held at the Caudill cemetery near the home Sunday, eleven o'clock.

Chevrolet Announces Used Car Campaign

Detroit, Mich., Jan. 2.—Chevrolet Motor Company started the new year with a \$1,000,000 cooperative plan to help move its dealers' stocks of used cars, and to retire unworthy vehicles from the highways of the country, it was announced here today by M. E. Coyle, president and general manager of the company.

Beginning on New Year's Day, and continuing throughout January, Mr. Coyle said, two important special activities run concurrently.

First: Chevrolet will pay to the dealer \$20.00 for every old automobile (accepted in trade on a new or used car) that he disposes of by scrapping or junking.

Second: Chevrolet will pay a bonus to salesmen whose efforts enable their dealership to sell more used cars in January than it sold in the same month of 1935.

Announcement of the aggressive plan of promoting the sale of worthy used cars and ridding the market of unworthy ones that clog the sales channels of both used and new cars, reveals that Chevrolet, which during the last twelve months has vigorously attacked the used car merchandising problems of its dealers, intends to carry on through 1936 not only with the methods that have already proved successful, but with new and bolder plans.

Mr. Coyle disclosed the plan when he was asked what lay before the automotive industry in the new year. After briefly reviewing 1935, commenting on its \$25,000,000 expansion of Chevrolet production facilities, and its increased sales of cars and trucks, Mr. Coyle declared that the program made by Chevrolet in the past year in raising the standards of used car merchandising was probably the most noteworthy development from the point of view of the dealer.

CARD OF THANKS

We wish to extend our sincere appreciation to our many friends and neighbors for their many acts of kindness and sympathy shown during the illness and death of our dear wife and mother, also for the beautiful floral offering.

F. F. ROUPE & CHILDREN.

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HELL-BENT FOR ELECTION — by A. B. Chapin



2,000 LOSE LICENSES

Raleigh, Jan. 2.—Estimating that 2,000 automobile drivers' licenses will have been revoked by the end of the month, Arthur Fulk, director of the state highway safety division, said today court records of revocations were being received daily.

Over 500 permits have been revoked since November 1, effective date of the driver's permit law. Over 95 per cent were revoked following convictions on drunken driving charges.

New report forms sent out by the division have greatly facilitated the recording of the revocations here, Fulk said. He added he believed the new law will greatly decrease drunken driving in the state.

Trench silos recently opened in Transylvania county show that the silage is in perfect condition as a feed for cows.

WE INVITE YOU TO TRY 10 CAMELS NOW!

READ OUR INVITATION TO YOU

Smoke 10 fragrant Camels. If you don't find them the mildest, best-flavored cigarettes you ever smoked, return the package with the rest of the cigarettes in it to us at any time within a month from this date, and we will refund your full purchase price, plus postage. (Signed) R. J. Reynolds Tobacco Co., Winston-Salem, N. C.

I ENJOY CAMELS MORE

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CAMELS MUST PLEASE YOU... OR YOU PAY NOTHING

Thanks For Your Patronage During 1935

We are most grateful to each and every patron for the business given us during the past year. Your loyal support makes us all the more determined to serve you to the very best of our ability in the future.

If you will resolve to give us your Cleaning and Pressing business in 1936, we are sure you will be satisfied.

Redmon's
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