The Journal - Patriot

INDEPENDENT IN POLITICS

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D. J. CARTER and JULIUS C. HUBBARD.

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THURSDAY, AUGUST 6, 1936

Blegal parking in Indianapolis showed an increase, the erring motorists probably being too hot to care.-Indianapolis Star.

One reason for so much talk about politics is that so many people know so little about it. Indianapolis News.

It's easy to distinguish a liberal in politics. He's the fellow who wants to spend the conservative's money.-Nashville Banner.

Apologies are now being made for calling a political opponent a liar. Which shows that the campaign is yet young.-Chicago Tribune.

One of our local youngsters was wondering the other day what he would be when he grew up. The answer seems obvious. He'll be a tax-payer.—Troy (N. Y.) Record.

Road Racing Less Dangerous

About a generation ago, automobile road races were held periodically in many parts of the country, and were one of the most popular and thrilling of the hazardous sports.

The races were customarily held over public highways between important communities, and ranged in length from 100 to 500 miles. On race days, no other traffic was permitted to use the roads. Every precaution was taken to keep the right-of-way clear for the daredevils who were competing. The cars used were naturally in the pink of condition, and every driver was a qualified expert. No inexperienced driver took the wheel in a road race -if he did, his demise was just a question of time.

But road races were eventually outlawed, principally because of the great dangers inherent in the sport. Death and injuries-to spectators, as well as participants-became too common.

Today our highways are thronged with cars which travel at speeds much greater than those attained in the old road races. Many of these cars are in bad mechanical condition, with faulty brakes, jittery steering, glaring or weak lights, worn-out tires. Many of them are driven by drivers who are incompetent or reckless and, in some cases, physically incapacitated. It's likely that an oldtime racing pilot would rather drive a car in a road race than take a chance on the highways of the present.

Is it any wonder the automobile death toll continues to soar. No wonder 36,000 lives are sacrificed each year to the gods of speed and carelessnessthat property loss from accidents runs into untold millions-that thousands of persons are seriously injured?

Until America moves aggressively against incompetent, reckless and speedmad drivers, and out-of-repair cars, our grisly accident record will continue to get worse, not better

Revolution In Europe

The turmoil in which the whole world, more or less, has been involved for twenty years and more, finds its latest manifestation in the bloody revolution now in progress in Spain. From all reports, France, too, seems to be on the verge of a popular uprising.

It is difficult, from this distance, to place a proper value upon the news that the cables bring. We have nothing in our American temperament, our methods of life or our political system, with which to compare the situation in Europe.

Apparently the conflict in Spain is between two conflicting concepts of government, neither of which has gained much headway in America. It seems to be a struggle between Communism and Fascism, complicated by strong antichurch feeling and by an effort of the monarchists to bring about a situation that would result in King Alfonso being restored to the throne.

The only thing certain is that armed

forces on both sides are killing people by thousands, and looting the churches and big estates of the nobility. The situation has been likened to that which existed in Italy before Mussolini took charge; with the exception that no strong leader has yet appeared to seize power and re-

Spain differs from most other nations in that it has no great commercial middle class. Its population consists on the one hand of laborers and peasants and on the other of the so-called upper class of nobles and grandees. The upper class supplies the officers of the army, but the rank and file come from the lower class, and the present situation began with a revolt of soldiers against their of-

It is possible that the other European nations, particularly Great Britain, may seize this opportunity to step in and "pacify" Spain. It is hardly likely that any of Spain's neighbors will be happy to see a new Fascism or a new Communist nation develop so close to them.

Death Walks the Highway

The gods of recklessness are devouring thousands of lives each month on American highways-and there is no limit to their appetite.

During the recent Fourth of July week-end, close to 500 people met accidental deaths—the largest number for that period since 1931. Fireworks were responsible for a smaller number of fatalities than usual—but that greatest destroyer of all, the carelessly operated motor car, chalked up a grisly record. And every week-end witnesses similar occurances. If, in a single disaster such as earthquake or a fire, as many people were to be killed as have been killed in accidents in the last month, the world would be aghast. But we seem to regard accidents as being inevitable, and look upon them with equanimity.

But the great tragedy is that accidents are not inevitable. Nine out of ten are preventable, and easily preventable. Carelessness, recklessness, ignorance and stupidity are the principal causes of accidental injury and death, and surely they can be cured-through law, through force of public opinion and, perhaps most important of all, through education of the individual

Death walks the highway. He strides through our homes. He is an unseen visitor at every place of amusement. He is apt to put in his appearance in the happiest hours. The deaths that follow accidents can be eliminated almost 100 per cent if we will only make a small effort, and learn that a foolish act that saves a minute or provides a brief, futile thrill can send us or others into eternity. No graver problem faces the American people than the accident problem-and its solution is entirely up to

Sunday School Lesson

By REV. CHARLES E. DUNN

SAUL CONVERTED AND COMMISSIONED

Lesson For August 9th, Acts 9:1-9; Golden Text,

In his eagerness to stamp out the Christian faith, Saul, whom we know better as the Apostle Paul, only succeeded in spreading it. The followers of Jesus were, by his persecution, scattered throughout Judea, Samaria and the territory beyond.

Angered by this unexpected result Saul obtained letters from the high priest giving him the authority to arrest all Christians whom he might find in the ancient city of Damascus. But all the world knows that as he journeyed toward his goal he heard a voice from heaven, felled to the earth, and stricken.

Led into the city he was in darkness for three days, and abstained from both food and drink. Then a devout disciple named Ananias instructed and baptized him, and restored his sight by the laying on of hands. Tarrying in Damascus for a time the converted apostle visited the synagogues and heralded the Christ he had so lately condemned. From that-time on until his death Paul was a fervent evangelist laying, by ceaseless journeys and constant preaching, the foundations of the foreign missionary enterprise.

Today we realize that Christianity is a universal faith with a saving gospel for all. The challenging task of the Christian church is to permeate the world with Christian principles and leadership. In the gallant spirit of the Apostle Paul, schools, hospitals and churches have been planted in all corners of the globe to carry forward the banner of the Christ. Consider the Doshisha University and Ai Kei Gakuin Social Settlement in Japan, the Marathi Mission

in India and the China Medical Association. Fortunately the various missions overseas are now able to depend in increasing measure upon native workers. The domination formerly exercised by the white missionary is passing, and a national church is appearing with such leaders as the great Japanese Christian Kagawa.

This Week In Washington

Washington, Aug. 3.—(Autocaster). The old-age pension question comes to the fore again as tion comes to the fore again as a result, partly, of the convention of the Townsend plan advocates in Cleveland, and partly of Gov. Lan-dop's accentance accent ion's acceptance speech at Topeka don's acceptance speech at Topeka. There are really three old-age pension plans under public consideration in the United States at the present time. They are:

1. The Townsend plan for a straight pension of \$200 a month for every person over 60 years old regardless of need.

2. The system now in effect in many states, and available to every state which wants to take advantage of this provision of the social security act, namely, of providing a pension of not less than \$30 a month for every needy person over 65 years old.

3. The old age benefit provis-ion of the social security act, which is an annuity insurance plan, to which workers in certain occunations and their employers are to te to a fund administered from Washington to provide retirement pensions at the age of

A Permanent Fixture

Washington has not yet recov ered from the surprise at the apparent strength of the Townsend olan movement as indicated the enthusiasm at the Cleveland convention. That the Townsend plan is utterly impracticable is the opinion of most economic authori-ties; that it is politically potentially powerful is conceded by ev-ery political expert. The old age pension idea has taken possession of an apparently increasing proportion of the American people.

Gov. Landon's pronouncement on old age pensions was an endorse-ment of the present plan of fed-eral co-operation with the states to take care of the needy aged. to which he added the promise to make the social security act workable in its other aspects.

The old age insurance benefit and the unemployment insurance features of the social security act have been under critical examination for a year now and considerable concern is expressed over the possi-bility of administering these phases of the law from Washington.

Washington forecasters are agreement, however, that whether Mr. Roosevelt is reelected or Mr. Landon takes his place, some kind of an old age pension system, at least for every eldery person in need, is a permanent fixture in the American system from now on. Landon's Acceptance

Naturally, political comment on Gov. Landon's acceptance speech ranges from enthusiastic endorsement to equally enthusiastic de-nunciation, according to the political temperament of the commenta-

tor.
The point upon which the opposi ion fire is focused is what he said

NOTICE OF SALE OF PERSONAL PROPERTY

North Carolina, Wilkes County. Notice is hereby given that on August 12th, 1936, at one o-clock, p. m., at the place of bus-iness of the Motor Service Company in North Wilkesboro, North Carolina, the Motor Service Com-pany will offer for sale to the highest bidder, for cash, to satisfy a mechanic's and storage lien on same, the following de-scribed personal property, to-wit: One Ford Sedan Automobile, 1931 model, motor number

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This 29th day of July, 1936.
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By John R. Jones and J. M.
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1931 Chevrolet Sedan 1981 Chevrolet Coupe 1930 Ford Tudor 1930 Ford Coupe 1930 Chevrolet Sedan 1929 Chevrolet Sedan

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1 1931 Ford Truck

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or an industrial union, "without interference or ecurcion from any source" is the sore spot with organized labor.

Labor organizations do not like the intimation that the power of government will not be placed behind hem in their efforts to organize workers. Mr. Landon's acceptance of the company union system of organization is also not reliashed by labor leaders.

How far this may have the effect of further alienating the labor

fect of further alienating the labor fect of further alienating the labor vote is a good deal of an open question. One of the shrewdest political analysis here points out that 80 per cent of organized labor is already safely in the Roosevett camp and that Mr. Landon's remarks may have alienated another five ner cent. five per cent.

Just what this strength amounts to and how effective it may be in determining the result of the elec-tion in close and doubtful states is something upon which nobody cares to make a definite prediction.

Civil Service Reform

The action of President Roose der the civil service system is variously interpreted. Republicar commentators point to it as an effort to insure permanency in office appointed Democratic postmasters now on the job. Democratic spokesmen cite this action as proof of the sincerity of Mr. Roosevelt's desire to take the administrative functions of government out of politics.

Pure and nonpartisan civil serv ice reformers are naturally pleased at winning at least a partial vic-tory. They point out, however, that this has not been brought by an act of congress, but by an executive order, which any future president can revoke at will.

What the Civil Service Reform League is seeking is a law of congress extending the classified civil service to include all postmasters.

Rebimon-Paissan Act

Washington is still trying to figure the probable effects of the Robinson-Patman act. It is in essence, an anti-frust law reaching farther down the line and with more teeth in it than any previous legislation having for its purpose the regulation of business.

Reports from all the wheat growing regions of the world are giving the department of agriculture some concurs over the possibility of a real wheat shortage. This year's drought, added to the curtailment of production, has resulted in reducing the food production of the United States. Drought conditions elsewhere have also re-



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Condensed Report of the Condition of The

Deposit & Savings

at the close of business JUNE 30, 1936, and at the close of business

RESOURCES

unit (Ref)	June 30, 1936	July 31, 1939
Loans and Discounts	\$409,004.50	\$404,624.43
Overdrafts		NONE
United States Government Obligations .		149,198.39
State, County and Municipal		000 41
Obligations	. 177,322.65	177,322.6
Other Stocks and Bonds		12,135.48
Banking House, Furniture and Fixture	8 22,000.00	22,000.00
Other Real Estate owned	maa aa	2,980.00
Cash, balances due from other banks, an		
items in process of collection	127,927.74	143,940.36
TOTAL		\$912,201.30
10110		

LIABILITIES	
Capital Stock \$ 60,000.00 Surplus 20,000.00 Undivided Profits 8,096.13 Reserves 6,831.54	\$ 60,000.00 20,000.00 6,233.38 8,296.02
Total Capital Account \$ 94,927.67 Other Liabilities 4,133.01	\$ 94,529.40 6,357.02
DEPOSITS 99,060.68 791,758.08	100,88 6 .42 811,314.88
TOTAL \$890,818.76	\$912,201.30

OTHER COMPARISONS

June 30, 1934 Loans and Discounts\$340,865.49	June 29, 1935 \$363,422.69	June 30, 1936 \$409,004.50
U. S., State and Municipal Bonds	278,119.13 737,968.32 834,315.99	326,521.04 791,758.08 890,818.76

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