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the government in those countries is treason.

The politician who advocates public ownership of industry in the United States, on the theory that in some miraculous manner this will give the people some untold blessing, is merely camouflaging a move toward the iron-handed control and limitation of individual rights which is an inescapable part of socialistic, communistic, or fascistic government.

It's not a pretty picture for free labor in the United States, if it looks ahead to see what its position would be under government ownership of industries. It's one thing for labor, organized or unorganized, to deal with a private employer. It is quite a different thing to deal with government.

You can negotiate on wage matters with a private employer, call a strike against him if you aren't satisfied, and still have the police and court protection of the government. But when you are working for government, and strike against government — particularly when government becomes all powerful through control of production and distribution — you are helpless. A strike then means revolution. Labor should be the staunchest supporter of private enterprise in its fight against the growing menace of state socialism.

Of course, dear little Toodlekins isn't old enough to realize which side his bread is buttered on, but his mamma knows. It's the one that always lands on the nice new dining room rug.—Boston Herald.

Borrowed Comment

BIG BUSINESS THAT IS REALLY BIG
(Reidsville Review)

The growth of insurance, especially since the World War of 20 years ago, has come so gradually and is so generally accepted, that few people have realized how tremendous a factor of the national economy is here centered.

Senator Joseph C. O. O'Mahoney, therefore, is not the only one who was "amazed" and "startled" at some of the facts brought out by the recent hearings of his own Temporary National Economic Committee.

These hearings were no muck-rake. For once, no scandal was evoked, none sought. O'Mahoney himself made clear that "nothing whatever was developed at the hearings to reflect on the integrity or the ability of the men who administer these huge organizations. I am personally satisfied," he continued, "that there is not a single responsible official of any of these companies who is not as sincerely interested in restoring and promoting economic prosperity as is any public official".

That is certainly reassuring, and a welcome change from the usual investigation, which plumbs the depths of human cordidness.

But O'Mahoney's committee has sought to go deeper, and to find out something about what makes economic life tick in America today, and what makes it stop ticking occasionally. And its revelations of the tremendous part played by the insurance companies in that economy today will be indeed startling to many beside himself.

How well understood is it, for instance, that at the end of last year total assets of legal reserve life insurance companies stood at \$27,650,000,000? Or that this is an increase of seven and a half billions in the past seven years?

That staggering figure is greater than the national wealth of any state except New York or Pennsylvania. It crowds close to the entire national income in the depression year of 1933 (\$44,520,000,000).

The comment of Frederick H. Ecker, of the Metropolitan Life Insurance Company that these assets are being held for 65,000,000 policy-holders and thus affect directly perhaps 100,000,000 Americans including beneficiaries, only makes the figures more staggering.

An increasing proportion of all private and public debt is slowly drifting into the hands of the insurance companies. The committee found that the 49 largest legal reserve companies now hold 11 per cent of all the direct and guaranteed debt of the federal government, and 9.9 per cent of all municipal, state and political subdivision debts, to say nothing of 11 per cent of all farm and 14 per cent of all city mortgages.

To cite these things is not necessarily to criticize either the insurance companies or the way they run them. It is simply to point out that so tremendous a concentration has become a key factor in both private and public business.

TODAY and TOMORROW
FRANK PARKER STOCKBRIDGE

ROADS . . . automobiles
There couldn't be any roads before men invented the wheel and made roads necessary. Nobody knows how long ago that was, but it was before the Indians came from Asia to America, for they knew nothing about wheels until the white men came, 400-odd years ago, and brought hexagons and wheels.

It was a long time after that before we had anything that could be called a good road anywhere in America. Probably we would have had good roads earlier if the railroads had not been invented. Thomas Jefferson's project for a great system of national highways had hardly got well started before people began to build railroads and roadbuilding practically stopped for almost a century.

Nothing that we would call a good road today existed on this continent until the invention of the automobile compelled folks to improve their roads. We've got a lot of good roads today, but not nearly enough, and few of them as good as the best roads of Europe.

PIONEERS . . . Ford
I have a deep personal interest in roads for two reasons. My first American ancestor, John Stockbridge of the Plymouth Colony, was the first wheelwright in New England. He came over from England in 1692 in response to a call from the colonists for an artisan who could not only build wheels for vehicles but knew how to build a water wheel.

He built the first grist mill and the first sawmill in the colony. He was also chosen as "pathmaster" of Plymouth, in charge of highways. I sometimes think I inherited some of his interests in wheels and roads to run them on.

As a very young man I was an ardent cyclist, and took part in the movement to build cycle paths along every highway. I abandoned the bicycle for a horse and buggy. When the motor car came in I owned one of the first American cars, and found out from personal experience just how bad a road could be.

I took a hand, in 1912, in organizing the movement for Federal Aid for Highways, which has resulted in the great national road system of today. We couldn't get Congress interested until after Henry Ford had sold enough of his cars to farmers so that they no longer regarded automobiles as rich man's playthings, and wanted good roads for themselves.

ROMANCE . . . Romans
To me there is more romance in an old road than in an old house. So many people have traveled over it that the old highway seems to echo with the clatter of hooves and the chatter of human beings who once roared over it but are long since departed.

The best, if not the only good roads of ancient times were built by the Romans. I drove a few years ago at 80 miles an hour over a part of the Appian Way, leading south from Rome into Campania, with only a thin skin of modern concrete laid over the ancient stone pavement laid down nearly 200 years before Christ.

There is romance, too, in the ancient Roman roads of England and France. From 65 B. C. on, the Romans were building paved roads to tie their far-flung empire together. Watling Street, the most famous of the ancient British Roman roads, is still a main highway. And many miles of its first foundations are still as solid as when Caesar's legions built them.

AUTOMOBILES . . . engineering
Probably more highly-trained engineering talent is engaged in planning and building motor roads today than in any other single field. The combination of speed and safety is not impossible. European countries where modern highways have been built have practically no speed limit. But they have separate traffic lanes and no cross traffic.

In the thickly-settled parts of America an approach to the ideal road conditions is being made. There still remains much to be done. If all the taxes paid by motorists on gasoline and for licenses were applied to modern highway building we would soon have a perfect road system. Seven states so far have adopted constitutional amendments prohibiting the diversion of such taxes to other purposes.

TOMORROW . . . dreams
I have just had a letter from Charles M. Upham, director of the American Road Builders Association, holding its convention at the San Francisco World's Fair. Mr. Upham describes the roads of tomorrow as he and his associates see them:
"Tomorrow's highways will be freeways," he writes. "Multiple-lane highways will be constructed with center parkways to separate opposing streams of traffic. Highway illumination will be provided for the most heavily-traveled arteries. Steep grades will be levelled and sharp curves will be straightened. Grade crossings and blind intersections will be eliminated. Guard-rail protection and pedestrian walkways will be provided and all surfaces will be skidproofed."
"These super-highways of tomorrow will be built as component parts of a master plan so that in the future it will be possible to incorporate them into a nationwide system."
That is a dream that will come true if enough people want it to come true. And I think the American people are getting fed up on the annual toll of lives in motor accidents, due largely to poor highway conditions. It will take time and work and money, but



we've done tougher jogs than that and I believe Mr. Upham's dream will come true.

State College Answers Timely Farm Questions

Question: How can I prevent lice and mites from infesting my poultry flocks?
Answer: The most effective prevention is to thoroughly clean and disinfect the poultry house. Crude petroleum, commercial carbolineum, coal tar stock dips, and a combination of equal parts of spent motor oil and kerosene are good for this work. Treatments for control of the different kinds of mites are given in Extension Circular No. 160, "Common Parasites of Poultry", and copies may

be obtained free by writing the Agricultural Editor at State College, Raleigh, N. C.

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— AND SO DOES THE —

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C. T. Doughton,
SHERIFF AND TAX COLLECTOR OF WILKES COUNTY

In The Spring

"In the spring a young man's fancy", you know the remainder of the quotation. It needs no elucidation.

Yet there are other things people's minds turn to in this season of the year when it seems that the whole earth is just ready to burst forth into new growth and progress.

The seasons of the year are so wonderfully arranged that each serves a natural and valuable purpose. Summer is the time of production when nature's energy is used to produce for man's use. Fall is the time of harvest and zestful anticipation of enjoying the fruit of the harvest. Winter is that time of the year when the growth of the preceding season is used and strength is stored in reserve for beautiful spring and productive summer.

Such is the work of seasons in plant life and a striking parallel exists between plant life and animal life.

Spring is the season when people are naturally inclined to work and to accomplish something — to start production for later use. It is a time of planning and of putting those plans into effect in order that the year's work and existence might not be classed as a failure.

Spring is a season to take on new life—physically, mentally and spiritually. It is also the time to take on new life in an industrious manner with well defined plans to be executed.

All of us welcome spring and often wonder what the season holds in store. But the important thing is that we can accomplish about what we wish and that the season will be about what we as individuals make of it, each for himself.

Capital For Homes

The building, savings and loan associations of North Carolina have played a major part in the outstanding record made by North Carolina in the construction of homes during 1938 as shown in the official figures issued by the North Carolina Building and Loan League.

During 1938, 5,400 construction loans were made to the amount of 5,611,000 which represented 42 1/2% of the total of \$22,500,000, which was loaned by the building, savings and loan associations. It was estimated by Wheeler Martin, of Williamston, vice-president of the League, that over \$15,000,000 was added during 1938 to the taxable values of the local government units of North Carolina thru the construction, repair, and renovation of homes and buildings financed by these institutions. Thousands of workers were employed and hundreds of business firms benefited through the purchase of materials used in this new construction and repairs.

The building and loan associations have ample funds available for the annual spring repair and modernization drive. They are anticipating a building activity anywhere from ten to twenty-five per cent greater than last year.

In addition to these activities in new construction, in repair and modernization, he stated, the building, savings and loan associations aided 2,812 persons to purchase their homes to the value of \$4,445,000; and helped finance 2,452 other home purchases to the amount of \$3,859,000 through the recognized amortization lending plans of these home financing institutions.

A Menace To Free Labor

American labor should consider the condition of workers in countries where private industry has been swallowed by government.

What would happen to a group of laboring men in Russia or Germany if they called a strike in a government-owned industry? If news reports are correct, their shift would be short, for to strike against