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**Nothing Too Good**

Dr. Roben J. Maaske, professor of education at the University of North Carolina, told in his address before the graduating class of North Wilkesboro high school an interesting incident depicting the interest American people have in their children.

He said that in a humble school house erected by pioneer residents of one community there was the inscription on the building: "Nuthin's Too Good For the Kinds." The people had erected the schoolhouse and had taken pride in the work, hence the inscription.

That represents one factor which has placed America in the lead. No nation with parents who have that perspective will lag but will continue to go forward. It has always been a cardinal principle of the true American that he wants his children to have opportunities which he did not have in his boyhood. Some few are exceptions, saying, "What was good enough for me is good enough for them."

The idea that "Nothing Is Too Good For the Kids" is behind the vast expenditure of public and private funds for educational purposes. That theme is responsible for the school buildings throughout the country. The parents want opportunities provided for their children.

There are many men who are meek and humble when they are being dealt with directly but who will rise up in wrath the instant something is done which they think will not be the best for their children. "Nothing Is Too Good For the Kids," and may that idea continue to prevail in this fairest land of them all.

**Slot Machines**

The way the state legislature has handled slot machine legislation is nothing short of disgusting.

In 1937 they passed what was supposed to be an iron-clad law against operation of the so-called gambling machines. In 1939 the legislature included license on slot machines in the revenue bill. All this adds to confusion concerning the question of legality of the machines which rob school children of their lunch money and lead to gambling influences.

The slot machine row has been going on for many years in North Carolina and it is high time that some legislature pass some final and comprehensive legislation. Surely it could not be said that a North Carolina legislature is not able to write a slot machine law that will hold water and will not be the subject of so much wrangling.

The general public is tiring rapidly of so much ado about slot machines but hardly a day passes that some mention of slot machines in North Carolina is not found in the papers.

Local and county officers are due a vote of thanks for banishing slot machines in this vicinity. There is no excuse for existence of such infernal devices and we are glad that local officers have exercised the same opinion.

To allow slot machines to operate and to run poor devils into court for shooting crap or playing penny poker is the height of inconsistency. But such things happen in other parts of the state.

We do not believe that the people of North Carolina want any more fence straddling or pussyfooting from the legislators about slot machines.

**Looking At 1940**

Not much happens around the nation's capital these days but has some bearing on November, 1940, when the people of the nation will elect a president, all its representatives and one-third of the Senators.

Of course, the most interesting aspect is the race for president and no one knows at the present time who will be the principals in that marathon.

But there is almost universal agreement on one phase of the question among the

writers who are supposed to keep one ear to the ground. The person who is elected in 1940 will in all probability be voted out in 1944 if he runs for a second term.

This prediction is being made generally without regard as to who the successful candidate may be of either party in 1940.

The pronosticators agree that the next president will have to make many readjustments and may become very unpopular before the end of one four-year term, to say nothing of a second.

It is generally agreed that the government cannot go on forever spending far more than it takes in and that any president or administration who effects anything like a balance will be in for a lot of grief.

Almost everybody wants government expenses cut but when the showdown comes they want the cutting done on somebody else.

The situation is made more interesting because of speculation concerning President Roosevelt's attitude toward a third term. His popularity among the voters has held up longer than any president during his second term and the would-be aspirants are not going to do a lot about the 1940 race until the president makes some pronouncement of his own intentions and ambitions. The time is not yet ripe for such an announcement and the ambitious boys will have to wait.

**Back To The Country**

Investigators who have been studying the subject of where and how most people prefer to live have come to the rather unexpected conclusion that more young married people than elderly ones prefer country life to city life, all the year around.

The general impression has been the other way; that the diversified interests and entertainment afforded by city life made it more attractive to the young than to the old.

It probably is true that this change in tastes is accounted for by the fact that modern improvements enable people to live in the country with all the comforts and conveniences which the cities afford, and the added gratification of the ineradicable human urge to live among natural rather than artificial surroundings.

The movement of population today is not merely from the cities to the suburban areas, but beyond the suburbs, to the real country, where people can have a garden, keep cows or pigs if they want to, live naturally and simply, and at the same time get to town about as easily as they can from nearby suburban districts.

Modern highways and motorcars make a fifty-mile drive to and from a city office or factory as easy as traveling from the outlying sections of a great city to its center.

People who live in the country these days can have well-built homes, insulated and air-conditioned against Summer heat and Winter cold; they have electric lights, modern plumbing, oil-burning furnaces, and all of the other "fixings" which a few years ago nobody but city dwellers could enjoy.

The United States Census Bureau says that this movement from city to country is definitely under way. There is plenty of vacant land still unoccupied in every part of the United States to provide country homes for everybody who wants one.

**AMERICAN COURAGE**

(Christian Science Monitor)

The resiliency of American thought and courage is a powerful and dependable asset. To quote a familiar line, "We whistle whole we work. And as we whistle and work we count our blessings. These are many, and they multiply as they are realized and appreciated."

This history of the so-called horse-and-buggy days may not be very interesting to all of us. It may seem drab and colorless. We smile at the hoisted erudition of our elders. But we are forced to admit that in their crude stubborn and faith-inspired way, they did a tolerably satisfactory piece of work.

Today we need that same faith, that determined confidence in our own ability to rise above the confusions, the hatreds, the fears which would discourage and alarm us. Let us rejoice in the possession of these.

People without jobs should do as the Wright brothers did, says Henry Ford. If you can't find work, hurry home and invent the airplane.—New Yorker.

Glass that may be bent, rolled and twisted is on the market. Thus, at long last, the principle of the toothpaste tube may be applied to the catsup bottle.—Atlanta Constitution.

**TODAY and TOMORROW**  
 FRANK PARKER STOCKBRIDGE

**HERO** . . . . . Manass  
 Add to the long honor roll of American naval heroes the name of Lloyd B. Manass of Greensboro, N. C., electrician's mate on the U. S. Submarine "Squalus."

There were 59 officers and men on the "Squalus" when she submerged on her trial trip off the Isle of Shoals. Something went wrong with the mechanism intended to close the air-valve into the engine room, when the vessel dived. The sea flowed in, and certain death by drowning faced the entire crew.

Lloyd Manass acted, instantly. There was a door in the watertight bulkhead between the forward part of the sub and the after end into which the water was pouring. It took the strength of a giant, almost, to pull that door shut, with the vessel tilted upward at an angle of nearly 45 degrees, but Manass had the strength and the presence of mind to use it. Five of his shipmates slipped through in the last second as the door was closing. Twenty-six were left behind to drown in the flooded engine room.

But thirty-three who would also have drowned if Manass had not had the wit and the strength to close that door and keep the water out of the forward end of the boat were rescued alive. That is why I call the boy from North Carolina a hero.

**SUBMARINES** . . . . . Bushnell

The idea of navigating a ship under water is, like flying, almost as old as the human race. Nobody knows how many inventors of primitive times lost their lives in home-made submarines. Before electric batteries and motors were invented, submarines had only human power for propulsion.

The first submarine boat to operate successfully was built by David Bushnell of Philadelphia in 1775, for the purpose of blowing up British warships. It was made of wood and was operated by two men with oars projecting through leather-protected openings.

Bushnell tried to blow up the British ship "Eagle," and got his submarine underneath the other craft. He failed to attach the bomb securely, however, so that when it exploded an hour later the "Eagle" had moved away and no damage was done.

**IRISH** . . . . . Holland

It was an Irishman with a grievance against the English who invented the first modern submarine, a hundred years after Bushnell's experiment.

John P. Holland, a naturalized American, had a project for building a fleet of submarines to blow up the whole British Navy. He built an experimental boat with gas engine for surface navigation and electric motors for underwater propulsion.

Holland showed his submarine to friends, who talked him out of the idea of raising funds from Irish patriots to carry out his original purpose, and brought him

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in touch with the United States Navy Department. The result was that in 1883 our Navy contracted with Holland for the very first submarine torpedo-boat ever built by any government.

From then on the United States has been in the first rank among sea-going nations in fighting power. No other country has overtaken us in submarine design and construction. With the new undersea craft now building our Navy will have 100 of these deadly weapons of defense.

**ROMANCE** . . . . . Verne

The modern submarine was described long before one was ever built, in a widely-read romantic novel by a French author, Jules Verne. The "Nautilus," the underwater pirate craft described in "Twenty Thousand Leagues Under the Sea," had everything modern submarines have and some things which have not yet been developed.

One American inventor, Simon Lake, has built submarines with doors through which men in diving suits can emerge on the ocean floor, to salvage treasure from sunken ships, but the chief use of such craft is still to sink enemy ships at sea.

John Holland's first sub, the "Plunger," was only 55 feet long. The one just sunk, the "Squalus," is 299 feet long, 27 feet wide and twenty-two feet deep. Many ocean going surface craft are smaller

than the "Squalus" of 1450 tons. Men of the Navy, if they are young and adventurous, welcome detail to submarine craft. Their job calls for high intelligence and great courage even in peace time; but it carries extra pay. The proposal has been made to provide war-time pensions for widows and dependants of sailors who lost their lives in submarine service.

**ATROCITY** . . . . . war  
 The ruthless use of submarines by Germany had more to do than any other one thing with bringing America into the World War. It was quite in accordance with the rules of civilized warfare for "unterseeboots," or "U-boats" as others called them, to sink fighting ships.

It was only when the Germans, with a large fleet of submarines, began to attack and sink peaceful merchant ships, beginning with the "Lusitania," that American public opinion became aroused to the fact that a great nation had thrown into the discard all rules to which others still adhered.

When American ships were torpedoed by U-boats and Germany warned America that the Stars and Stripes could fly on the high seas only by German permission, we went to war to preserve our liberty and our national self-respect.

I find naval and military men agreeing with me that the submarine is a much more dangerous weapon than the airplane, in the scrupulous hands. It is harder to detect and more difficult to ward off its attack.

**PEANUTS**

North Carolina's peanut crop has averaged in value about \$9,773,000 during the past three years, reports the State Department of Agriculture.

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