

The Journal - Patriot

INDEPENDENT IN POLITICS

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MONDAY, SEPT. 9th, 1940



The Spoken Word

I am the Spoken Word. I am the one thing you cannot do without. You need me in public life, in business, in social intercourse. With right treatment, I am your best friend. Misuse me, and I become your relentless enemy . . . Choose me with care, and I gain your positions, make you wealthy, secure you fast friends. I can bring you to prominence, make you a leader in the affairs of men. You can use me to sway the minds of others to your views. By my aid you can sway the minds of others to your views. By my aid you can strike terror into the hearts of your enemies, soothe the minds of the infuriated mob, strengthen the respect and affection of your friends. With my help you may become the master of situations and of all who oppose you. My power, if properly employed, is limited only by the stars. I am a mighty ally—I am the Spoken Word. Entrust me with messages, and I am as faithful and swift as Mercury. I will convey your sympathy to those in trouble. I will penetrate quietly into the inmost depths of the broken heart, and breathe into it new life and hope. I will carry your finest thought, your most delicate fancy, your noblest aspirations, your tenderest message, to the minds and soul of your friend. Or send me to your battle-fields, and I will restore your faltering troops and lead them on to victory. I am an invaluable courier—I am the Spoken Word. But if you distort me, if you abuse me and mar my beauty, I become your most dangerous enemy. You lose the respect of your fellow-men; you lose your power of expression, the power which can lead you to honor and fame . . . Send me on careless missions, and I assist your enemies to defeat your plans and ambitions. I give them power to overcome you and to cause your friends to desert you. I am a power that can make you or break you. I am the Spoken Word.

The message above was written in 1919 by Edward Tyron Miller, a nephew of H. H. Morehouse, of this county.

It is one of the finest jobs of putting words together that we have ever seen in our limited editorial experience. Every phrase is vibrant with meaning and clad with eternal truth. It is worth memorizing, and more important—it is worth living by each day.

Warning Signs

Paraphrasing Abraham Lincoln's famous utterance, Ronald Hocutt, director of the Highway Safety Division, said this week that "you can ignore some warning signs all of the time, and all warning signs some of the time, but you can't ignore all warning signs all of the time."

The safety director made this comment after looking over a report which showed that 13 North Carolinians were killed and more than a score injured during the first six months of this year as smashing into bridge abutments, overpasses and underpasses.

"There is no conceivable excuse for accidents of this nature," said Hocutt. "It is true that a good many highway bridges in this state and some overpasses and underpasses are dangerously narrow, but every single one of them is plainly marked. It will take lots of time and money to widen all these bridges and underpasses, and meanwhile it is up to motor vehicle operators to pay attention to the signs the State has erected to call attention to these hazards."

Hocutt stated that every one of the 60 highway bridges and underpasses into which automobiles smashed during the first half of this year were plainly indicated by large warning signs. These signs read "Danger—Narrow Bridge," or "Slow

—Underpass Ahead," or some such warning message.

"You just can't continually ignore warning signs without eventually coming to grief," Hocutt declared. "My advice to drivers is to read and heed every highway warning you see. Ninety-nine times out of a hundred you might be able to ignore a sign without meeting with an accident, but you never know which time is the hundredth."

The Living Suffer

The late Will Rogers, who had an astonishing gift for touching on the foibles and weaknesses of us humans, once wrote this: "If a man doesn't believe in life insurance let him die once without any. That will teach him a lesson."

All of us have observed what happens to the families of men who have tried that. In a tragically large number of cases, the result is want and privation. Widows must work when they should be enjoying a happy old age. Children must go without adequate education. Homes are lost—and long-laid plans for the future are irreparably destroyed.

Borrowed Comment

FRANCE, GUINEA PIG

(Reidsville Review)

Who says France under the new constitution will not be a republic?

It is Marshal Petain speaking, with plaintive defiance.

What France will be, no one knows. It is not a republic today.

The American people have considerable sympathy for France. That sympathy began when Frenchmen and France helped the struggling colonies to gain their liberty. True the debt of Lafayette was generally regarded as paid in full in 1917-1918. But Americans have liked the spirit of Frenchmen and of France.

There is today and there always will be in the United States a sympathetic interest in the French people. But that does not imply a similarity sympathetic interest in any particular government under which they are forced to live at any given moment. The American people are bound to watch intently the development of the the Petain-Laval experiment in France.

Certainly France is no republic today. The whole country is now under the German heel. Nothing can be done without the approval of the German invaders. True, they disclaim interest in or responsibility for the French government. But it is clear that it is not an independent government. Therefore it cannot be a republic, for a proud independence is the first requisite of such.

As to what France may become: Petain said "the international capitalist system is outmoded . . . the base of our new state must be work, the family, and the fatherland." Well, those last three are bases of any state. As to capitalism, it may be possible to organize a state without private property and individual initiative, and retain freedom—all we know is that it has never been done.

No present French official holds office by the votes of his fellow citizens. Is that the mark of a republic? No one may hold office in France unless born in France of a French father. Is that a democratic restriction? The new French constitution provides state regulation of religion, the family, youth, speech and the press. Is that liberty?

France may, as the marshal suggests, become again a republic. But it isn't now, and foundations have been laid for something quite different. What is built on those foundations we shall see.

AUTOMATIC ATROCITIES

(Thomasville Tribune)

In sending to the United States pictures of churches, hospitals, schools, and humble homes bombed by the enemy, both Britain and Germany try to stress the brutality of the other.

It is useless. Everybody knows by now this much about aerial warfare:

1. No bomber, British or German, is stupid enough to waste bombs on targets like those if he can help it.

2. The plain fact is that air bombing is not accurate enough for any bomber to be sure what he will hit when he pulls the lever. He may aim with clean conscience at the munitions dump, but the worker's home or the First Methodist Church gets the bomb.

War, and those who have resorted to war, must bear the blame for the death of these innocents, the destruction of these treasures. Atrocities propaganda, when the "atrocities" are the blind and inevitable result of war that is waged today, is not going to get anybody anywhere.

OUR DEFENSE

When hell breaks loose, the Navy is the first service on the job. Right behind, in fact right down by the water's edge and backing up the Navy, is the Coast Artillery. But the Coast Artillery is not only engaged in throwing metal at ships at sea, it is equipped with powerful anti-aircraft guns and is prepared to use them for protection of civilian and production centers.

So the Coast Artillery is split into two main parts, the harbor defense and anti-aircraft. Some of the harbor defense regiments are organized to man the big fixed guns in our coastal fortifications. Others operate the railway cars, also large caliber, which can be moved up and down the coast readily to welcome any approaching force. Other regiments have guns towed by fast heavy trucks for harbors that don't have fixed guns on rail lines. All these different regiments also include anti-aircraft units for their own protection.

Weapons of The Coast Artillery

The Coast Artillery employs a variety of weapons. There are long range 12, 14, and 16-inch guns. These are used for fixed harbor defense and can shoot an armor-piercing shell weighing over a ton for more than 20 miles. They have 6, 8, and 10-inch caliber guns and 12-inch high-firing mortars, for use against ships not big enough to deserve the best. There are also rapid-fire 3 to 6-inch guns for protecting mine fields in the coastal waters, stopping fast enemy torpedo boats and making things nasty if the enemy tries to land forces.

The motor-drawn units have a 155 mm. gun, which is practically the same as the field artillery gun and can hurl a 95 pound projectile some 10 miles. The railway units use 8-inch to 14-inch guns and 12-inch mortars mounted on special railway cars.

The Coast Artillery also lays fields of electrically controlled submarine mines which can be exploded from shore as hostile ships pass over them.

Coast Defense Systems

Our coast defenses are based on elaborate systems for locating targets out at sea, with great accuracy and speed. Since it may take a half minute for a big shell to travel from the gun to the enemy's ship, and since the target may have moved from where it was by the time the shell gets there, the coast artillery has to figure out where the ship will be when the shell gets there. That may be a half mile ahead of where the ship was when the shell started. In figuring this out, the artillery officer has to take into account the effect of the wind, temperature, the earth's

curvature, and even the speed of the earth's rotation; in fact, everything but what the captain had for dinner the night before. All this calculation has to be made in a couple of seconds, therefore, our harbor defenses contain observation stations, plotting rooms, searchlights, and elaborate communication equipment so that the men who man the guns know where the ship is going to be when their shell arrives on the scene. Nineteen harbors in continental United States have these permanent installations. Many more are being built up, while at the same time our mobile coast artillery is being readied for action along the front.

Anti-Aircraft Division of Coast Artillery

In contrast to the heavy weapons of the harbor defense units of the coast artillery are the light, fast-moving guns of the anti-aircraft units. The problems are somewhat the same, but anti-aircraft batteries must attack and smack down a target that flies several hundred miles an hour, anywhere from the end of the gun's muzzle to the height of four miles. Anti-aircraft batteries must also be able to move to new firing positions in protecting the army, and to be where the enemy airplanes are protecting the cities. Therefore, there are few fixed anti-aircraft guns at vital points; all the rest are motorized and can move on highways—guns, searchlights, fire director and all, and they can move at high speed—more than three hundred miles in a single day, and get there in time to fill the air with flying explosives before dark.

The present standard weapon of the coast artillery anti-aircraft is a 3-inch gun that heaves a 13-pound projectile against enemy planes up to four miles altitude. This gun will be replaced shortly by the 90 mm. 13-inch (gun) which has a more rapid fire and shoots nearly six miles straight up. About that level the enemy pilots are so busy trying to keep warm that they have little opportunity to do much bombing. The shells have time fuses which are fixed to burst when the shells climb to the midst of the enemy airplanes. They do not have to make a direct hit on an airplane destroyer. These shells follow the bad neighbor policy.

Anti-Aircraft Works Like

In the ad of Lerner's Department store last Thursday the price of \$4.95 quoted on ladies' coats should have read \$5.95 up to \$29.95. The Journal-Patriot regrets the error, and gladly prints the correction.

Twenty-one persons were killed in 12 auto-train accidents in this state for the first six months of this year.

Crowd Expected For Farm Event

Raleigh, Sept. 5.—More than 3,000 farmers, their wives and others are expected to attend the 34th annual field day at the Coastal Plain Station, at Willard Thursday, September 12, to hear outstanding speakers and view agricultural research progress on field trips.

Speakers will be J. M. Broughton of Raleigh, Democratic nominee for Governor; Lt.-Col. G. W. Gillette of Wilmington, U. S. Army district engineer; Col. J. W. Harrison, Dean of Administration, State College and James H. Clark of Elizabethtown, Commissioner of Agriculture W. Kerr Scott will introduce Broughton. State Senator Roy Rowe will preside as chairman for the day and D. S. Coltrane, assistant to the Commissioner of Agriculture, will be chairman of the demonstration program.

M. G. Mann of Raleigh, Manager of the N. C. Cotton Growers' Cooperative Association and Jack Fliser of Ivanhoe, Sampson county, will be speakers on the women's program with Mrs. Estelle T. Smith, State College district agent, presiding.

Exhibits by State College Extension Service and U. S. and State Departments of Agriculture specialists will include tobacco grading, egg grading, dairying, poultry, horticulture, zoology, small fruit and truck crop diseases and nursery. A farm machinery and railway express exhibit will also be included.

D. H. Boney of Teachey will be superintendent of contests. Field trips will be made under the supervision of Dr. Chas. Dear-

ing, assistant director in charge of the farm. The event is sponsored by the U. S. and N. C. Departments of Agriculture and N. C. Experiment Station.

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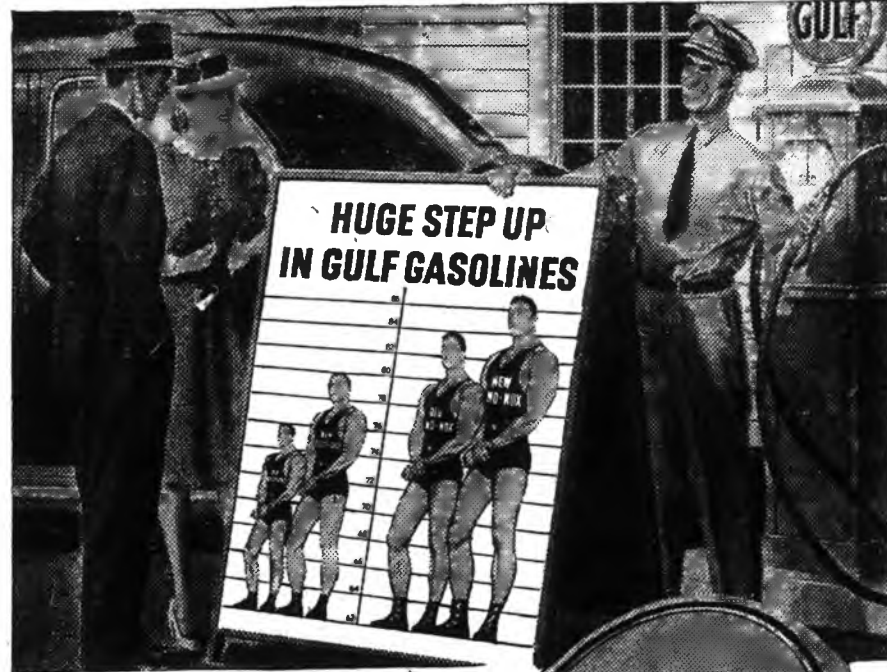
WITH SLOWER-BURNING CAMELS

Have you seen this Chart at Gulf Stations?

IT SHOWS THE TREMENDOUS IMPROVEMENT IN GULF GASOLINES!

THIS CHART, we hope, will give you a better picture than could a thousand words of the recent amazing improvement in Gulf gasolines. It is based on a scientific test of gasoline quality today—a test that is used by many of our competitors, as well as by ourselves. The chart shows the fair comparative measure of step up in both GOOD GULF and GULF NO-NOX . . . a step up which is no intangible "engineering triumph" but one which may be enjoyed by you . . . in your car!

Good Gulf is now boosted to its all-time high...will make your motor perform better than ever before. Gulf No-Nox is now (as always) a truly superior fuel . . . exceeds by far North Carolina specifications for premium gasoline. It is, even more than former-



ly, knockproof under all normal driving conditions. Try a tankful today—at the Good Gulf dealer's in your neighborhood.

FREE—"21 Ways to Save Money"

This helpful booklet is yours for the asking at your local Good Gulf dealer's. Get yours, right away at the Sign of the Gulf Orange Disc!

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BOTH GOOD GULF AND GULF NO-NOX EXCEED NORTH CAROLINA SPECIFICATIONS FOR PREMIUM FUELS!

