

The Journal-Patriot

INDEPENDENT IN POLITICS

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THURSDAY, MARCH 13, 1941



Words To The Wise

If there is one nation anywhere on the face of the earth that can comment with real knowledge on the various phases of our current defense program, it is surely England. For under the stress of a need to "get things done" that was even more immediate than is ours today, the little island across the seas made most of the mistakes and achieved most of the discoveries from which we should now be able to profit.

From this point of view, some words written recently in the distinguished London Economist should be of particular interest to Americans who want to know the facts about defense. The Economist in this particular passage is explaining that it takes time to build military equipment; and what it has to say should help to show why our national defense program is now beginning to offer real returns, after a period when some benighted critics of industry were clamoring for clouds of tanks and airplanes immediately, and claiming that the manufacturing effort was at a standstill.

Says the Economist: "Because tanks and locomotives are both heavy vehicles made of steel, it is far too easy to assume that a shop experienced in making the one can turn over to the other. Even for a diversified and resourceful engineering industry the transformation takes a long time. Munitions are infinitely more complex than peacetime machines, very few of them lend themselves to the method of the conveyor belt. In Great Britain it took something like four years of planning before the curve of aircraft production really began to rise, and a still longer period for army ordnance. Even a standardized merchant ship takes a year or eighteen months to build when the yards have first to be laid down anew or brought back into service."

That is the experience of Britain. And among other thoughts, it leads to the reflection that the United States is fortunate in having an industrial system so adaptable and so imaginative that it has already profited from the experience of other lands, and is drastically cutting down on the delays experienced in changing over suddenly from a peacetime economy to one that must turn out vast quantities of articles for defense.

Improve Pastures

Good pastures are essential to the profitable production of livestock. The Progressive Farmer tells us there are two questions a farmer must be able to answer affirmatively before he can give himself a good score on providing for his livestock. Here they are:

(1) Have you improved your pastures by clearing out the brush, cutting weeds, draining wet areas, and terracing hill-sides? (2) Have pastures been treated with one ton or more of ground limestone and an application of 500 to 1,000 pounds of superphosphate per acre?

A good plan is to begin with an area of such size as will allow the completion of all the above operations—clearing the land, preparing and fertilizing the seed-bed, and seeding—during the winter when labor is available. Improved, fertilized pastures produce a larger number of grasses and legumes, grazing is available earlier, and the crop is less affected by drought than unimproved pastures. Authorities agree that the cost of maintaining a cow on a pasture is not one-third the cost of barn-feeding on harvested crops. The cost of establishing and improving a permanent pasture should be considered an investment in a permanent improvement which will produce an income year after year.

The Way You Do It

Speaking the other day to a group of drivers, Ronald Hocutt, director of the Highway Safety Division, paraphrased the song title, "It's Not What You Do, But the Way That You Do It."

"In driving a motor vehicle," Hocutt said, "it's not what you know but the way that you show it that counts."

Elaborating on this statement, the safety director pointed out that around 90% of the drivers involved in reported accidents on North Carolina streets and highways last year had more than one year of driving experience.

According to the division's records, 5,653 drivers involved in accidents in the state last year had been driving for 11 years or longer, another 3,625 had been driving from six to ten years, and 2,396 had been driving from six to ten years, and 2,396 had been driving from two to five years.

"In other words, what really counts is not the amount of driving experience a person has had, but the lessons he has gained from that experience," Hocutt said. "How to start and stop a car, apply the brakes and give signals are important, but what is much more important is actually doing these things at the right time, and in the right manner."

"Driving experience may enable a person to acquire a great deal of driving skill, but unless he also has learned to obey the rules of the road and the motor vehicle laws, and to employ courtesy, caution and commonsense along with his skill, his experience has not made him a good driver."

"Experience is the best teacher," he added, "only when the pupil is willing to and capable of applying the lessons learned from that experience."

Farm Philosophy

Some of the best homespun philosophy we have seen in a long time is contained in a "County Agent's Farm Philosophy" by "Uncle Tom" Marks in the Progressive Farmer:

Live and help live.
Sell your feed on the hoof.
Be very proud that you are not proud.
Do as the woodpeckers do: Use your head.

A winner never quits, and a quitter never wins.

The garden is the best paying acre of the farm.

Just pretending to be rich keeps some folks poor.

Recipe for long life: Do not exceed the feed limit.

Borrowing trouble is the worst kind of debt.

You can absolutely depend on Luck if you put a P in front of it.

A small jack can lift a car, but it takes a lot of "jack" to keep it up.

The money the other fellow has is Capital; getting it from him is Labor.

A husband is like an egg; if kept too long in hot water, he becomes hardboiled.

The world owes every man a living, but every man must do his own collecting.

The man who is cruel to dumb animals would be cruel to folks if he were not a coward.

Borrowed Comment

EDUCATED POLICEMEN (Baltimore News-Post)

It is not a new conception, that of an educated police force, but one faintly foreshadowed in the columns of The News-Post in times past.

The functions of these officers are manifold now and call for much more than brute force, such as was required in days past, when the espantoon played the principal part in their activities.

Time was when the good old "Mayor of South Baltimore" was the guardian of his bailiwick, the father of the poor, and the adviser of his people — not learned in books, but equipped with a fund of common sense, which then sufficed instead.

The London "Bobby" was first aid to broken laws and cracked skulls; now the efficient policeman is an appeasement agent, and if he must resort to force he tempers it with common sense.

He is the "Mayor of His Beat" now.

There are beats on which force is still necessary, but on these the capable police man may, by force of reason, gain an influence which will awe the disorderly element.

The wiser the head of the police officer the better the hand.

Another trouble with modern civilization is that too many people try to stretch the "cocktail hour" into twenty-four hours.

Abnormal Absurdities

By DWIGHT NICHOLS, et al.

OPEN SEASON SOON

Open season on pedestrians will come in April 1. By then all the cars which prior to that time could not be started on account of cold weather and because of "tin fever" will be on the roads.

RULES FOR SUCCESS

The editor of the country newspaper actually retired with a fortune which included a bank balance of a cool \$100,000. Of course people rushed to him as soon as it leaked out to find out to what he attributed his success. In his own words, here they are:

"I attribute my ability to retire with a \$100,000 bank balance after 30 years in the newspaper field to close application to duty, pursuing a policy of strict honesty, practicing rigid economy at all times, and to the recent death of my uncle, who left me \$99,943.27."

TOPS FOR DIPLOMACY

A diplomat is one who can say something bad so it sounds good. Such was the man employed by a snobbish woman to trace her family tree. He hadn't made any headway at all until he found an ancestor who had been electrocuted. He recorded it thus: "Grandfather — occupied the chair of applied electricity at one of our better known institutions until his death."

ELIMINATE CHICKEN DAMAGE

Two persons in North Wilkesboro Sunday were discussing the advisability of starting a vegetable garden when the subject of damage to the gardens by chickens on the loose came up. One suggested that if chickens damaged their gardens they would kill the chickens and the other said it would be necessary to kill only the rooster. But what about the hens? The other asked. "They will die of broken hearts," the smart one replied.

SHE TOOK NO CHANCES

In the old horse and buggy days a young man took his sweetie for a ride. He figured the time was ripe to propose. He proposed a number of times and much to his surprise was turned down. When they arrived back at his honeys house he thought he would propose again. He did and was accepted.

After the wedding he said to his wife, "Will you tell me why you accepted me on the porch after you had turned me down on the buggy ride?"

She said, "I am superstitious. Years ago father proposed to mother while they were buggy riding. She accepted and on the way to her home the horse ran away and father was killed."

COMFORT FOR JUDGES

Only trouble with the new chair bought for the judges who preside over Wilkes superior court is that it is so comfortable (according to our second hand information) that the occupant is liable to go to sleep. Judges don't need a chair to do that. Some of the lawyers' speeches would put them to sleep. One look at the chair the new

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Here is the "hat of tomorrow" in our store, today...here is the modern, streamlined Stratoliner that does wonders for your get-up! See the Stetson Stratoliner...see the hat of tomorrow, today. And a fitting touch is its sleek, exclusive, useful hat box!

Payne Clothing Company
North Wilkesboro, N. C.

Diesel Course At N. C. State College

Raleigh—Fifteen naval reserve officers will be assigned to State College April 1 for special training in diesel engines, Dean Blake R. Van Leer, head of the School of Engineering, announced today.

The men will study 16 weeks and then the Navy will assign them to duties aboard vessels powered by diesel engines. They will come from the U. S. Naval Reserve Midshipmen's School at Northwestern University.

Only two other schools in the nation—Cornell and Illinois—have been selected definitely to teach the diesel course to naval reserve officers, it is understood at State College.

An inspector for the Navy Department spent two days at State College recently, and departed ap-

parently well pleased with the facilities for teaching diesel engines. The instruction will be in charge of Prof. R. B. Rice of the Department of Mechanical Engineering. This department is presenting a large number of other courses as part of the national defense training program.

Beware Coughs That Hang On

Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel fern laden phlegm, and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

CREOMULSION for Coughs, Chest Colds, Bronchitis

MARLOW'S MEN'S SHOP

No Belt Pajamas — Swank Jewelry

NOTICE

The Board of Equalization Will Meet at the Courthouse in Wilkesboro, N. C., on

Monday, March 17

STARTING AT 10:00 A. M.

For the purpose of hearing appeals of taxpayers from assessments for the year 1941.

For the convenience of taxpayers from the rural sections of the county, appeals will not be heard on the above date from Wilkesboro and North Wilkesboro Townships. A date will be set later for hearing appeals and making adjustments from these townships.

This March 5th, 1941.

C. G. POINDEXTER

Tax Supervisor of Wilkes County

Eight Balls of Fire and how they can travel!

If you like fireworks, and who doesn't, it's really too bad you can't see what goes on inside that sparkling big Buick FIREBALL eight that romps you so easily down the broad highway.

There you'd see eight busy cylinders, with pistons flashing up and down...

You'd see each fuel charge packed tight into a tiny bundle shaped like a flattened ball...

You'd see the spark leap, the flame spread, the piston thrust down with extra force as each furious fireball lets go its pent-up wallop.

You'd see all this happening as fast as thirty times a second in each of those eight cylinders—and we think you'd understand then just why there's such a special and exciting satisfaction in the way a Buick travels.

Gasoline gives up more of its power when it's packed as tightly as it is here.

That special, flattened-ball shape of the compressed fuel charge means smoother, better burning, full focus of the power on the piston head, where it counts.



So when you've got these eight balls of fire working busily under the bonnet, you really travel!

You travel farther on every gallon and you travel more pleasurably.

You travel—but, shucks! Why listen to talk when there's a Buick dealer nearby waiting to show you how you travel behind a FIREBALL?

BUICK PRICES BEGIN AT \$915 for the Business Coupe delivered at Flint, Mich. State tax, optional equipment and accessories extra. Prices subject to change without notice.

"Best Buick Yet"

GADDY MOTOR COMPANY
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