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all-out aid to Britain, now, is the easiest and surest way of saving ourselves and our American way of life. . . . This is the way I have thought it through, as honestly and sincerely as I could."

That is the way she speaks her piece in an America where speech and press are still free.

And finally, consider another note, written by an Iowa youth whose sincerity is transparent:

"You see, we do not believe that the question facing America today is one of war or peace. If it were, we would all choose peace. We believe that it is only a question of when we will fight, and whether we will fight alone or with strong allies. We believe we will have to fight a war, not because of actions by President Roosevelt or anyone else in this country, but because of the bungling and dishonest appearing forces who bred and encourage nazism, some of whom now are calling on us to defeat it with our lives."

We still are able to say, in free and democratic America, whatever we please.

**RULES OF THE ROAD  
 HAND SIGNALS**

Sec. 116, Motor Vehicle Laws of North Carolina:—(a) The driver of any vehicle upon a highway before starting, stopping or turning from a direct line shall first see that such movement can be made in safety and if any pedestrian may be affected by such movement shall give a clearly audible signal by sounding the horn, and whenever the operation of any vehicle may be affected by such movement shall give a signal as required in this section plainly visible to the driver of such other vehicle of the intention to make such movement.

"(b) The signal herein required shall be given by means of the hand and arm in the manner herein specified, or by any approved mechanical or electrical signal device except that when a vehicle is so constructed or loaded as to prevent the hand and arm signal from being visible both to the front and rear the signal shall be given by a device of a type which has been approved by the State. Whenever the signal is given the driver shall indicate his intention to stop, stop or turn by extending the hand and arm from and beyond the left side of the vehicle as herein-after set forth. Left turn—hand and arm horizontal, forefinger pointing. Right turn—hand and arm pointed upward. Stop—hand and arm pointed downward. All signals to be given from left side of the vehicle during last fifty feet traveled."

This is one of the most important of all the laws and regulations covering the operation of motor vehicles. Before starting, stopping or turning from a direct line, give a signal—the correct signal—and give it in plenty of time.

**Borrowed Comment**

**SLAUGHTER OF THE INNOCENTS**  
 (Reidsville Review)

In the little more than 18 months that have elapsed since the first German war planes began dropping bombs on the British Isles, 36,000 men, women, and children have been killed by the air raiders from the Nazi empire.

By far the greater part of these victims were non-combatants. The civilized world, especially the United States, stands aghast at such inhuman treatment of women, children, and men in the older years of life.

Yet here in the United States, the nation to raise the loudest cry against such wanton destruction of human life, we shall kill 40,000 persons by automobile accidents alone this year, if our present fatality rate is maintained. This represents something like a 15 per cent increase over last year. What reason have we to criticize mass slaughter in Europe when we meekly accept an even worse situation here in our own land? We shall do well to begin saving lives right here in the United States.

The most effective help which a civilian can give to Uncle Sam is to buy Defense Savings Bonds and Stamps as often as possible.

Expecting a husband to mail a letter is optimism, but demanding that he write it himself is downright brutality.—Montgomery Advertiser.

Well, at least the nazi subs have not bothered our navigable Yadkin so far.—Greensboro Daily News.

Things are reported to be had in Hollywood, and many of the lesser lights of the film world are out of work. Indeed some of them are making this year's divorce do until things are better.—Punch, London.

**Debut Of The Newest Dodge Reveals Line Called 'Crowning Achievement'**

**New Engine With Greater Power On List Of The Many Innovations**

The new Dodge cars are now on display at the show rooms of the Wilkes Auto Sales, Inc., located on Forester avenue.

Dodge enters its twenty-eighth new-model season with a line of cars of eye-filling beauty, incorporating an impressive list of operating advantages and economy innovations.

Broadly stated, the new Dodge line's major characteristics are: a new, undeniably more beautiful, exterior—completely restyled interiors—a new 105 h. p. engine transmitting its greater power through the Dodge All-Fluid Drive in a manner combining even faster acceleration with new fuel economy—new features promoting riding comfort and safety—and the provision, as standard equipment, of a variety of construction and operating details which in former seasons were regarded as extras.

The entire line offers eleven vehicles; four of these are grouped in a DeLuxe series, and seven in a custom series. The DeLuxe series includes: 3 - passenger coupe, 6-passenger club coupe, 2-door sedan, 4-door sedan. The group of custom models provides: 6-passenger club coupe, convertible coupe, brougham, 4-door sedan, town sedan, 7-passenger sedan, 7-passenger limousine. Wheelbases are 119 1-2 inches for the regular deluxe and custom models, 137 1-2 inches for the two 7-passenger models.

Viewed from the front, the newest Dodge has a new, square-effect radiator grille of massive design. The gracefully tapered engine hood is top-binged, opened only through pull buttons located below the instrument panel.

The headlamps are of an improved sealed-beam type, with smaller parking lights set below the main headlamps. The fenders are completely new, with harmoniously flowing lines merging into the body contours. Speed lines are provided by brightly finished moldings accenting front and rear fenders.

There are no visible running boards to become slippery when wet or coated with snow or ice. Instead, the door panels are made to curve over concealed thresholds that provide dry, safe entrance and exit.

Running rearward from the hood, and ending back of sedan rear-quarter windows, are bright body moldings. Front and rear bumpers are of definitely massive design, with adjacent gravel deflectors preventing gravel, dirt and snow from being thrown up by the wheels. Luggage compartments, giving 19 cubic feet of luggage capacity, are absorbed in the streamlined bodies.

The interiors of the heat and sound-insulated bodies of the newest Dodges are showing an attractive method of upholstering and trimming in which the materials are attached with a tailored effect. Upholstering material is either broadcloth or pile fabric, according to purchaser's choice. Exceptions are the town sedan, which is done in two-tone broadcloth—and the convertible coupe which comes upholstered in the traditional, practical leather.

The seat bases and side panels of all models are faced with textile leather. Rear compartments of two and four-door sedans have assist cords. Glove compartment doors of custom models have locks as standard equipment.

Front seats are adjustable, forward or back, to an extent of 5 inches. Front door arm rests and dual sun visors now are standard equipment on all Dodge DeLuxe and Custom models. Right and left front doors can be locked with the ignition key. Twin Air-Tone horns, formerly special equipment, are now furnished as standard.

DeLuxe and Custom models (except convertible coupes) are furnished with a double-duty dome lamp, turned off or on through a switch located on the left center body post close to the driver. This dome light also functions automatically, with the opening and closing of the right rear door.

A further convenience is provided for all models in the form of a map light set into the center of the instrument panel, above the button controls. For map reference, this light is turned on or off through a dashboard switch. At other times during night driving, the light operates automatically with the opening and closing of the right front door. The spotlight is not integral with tail-lights, but mounted in the rear deck. Luggage com-

partments are illuminated by the open rear ends of the tail-lights. The custom convertible coupe also carries, as standard equipment: cigar lighter, electric clock, outside rear view mirror, rear wheel shields, license plate frames, and white wall wheel rims.

The steering wheel has been made more practical and more beautiful—a three-spoke wheel of plastic-coated steel, bearing the ornamental Dodge crest also features on radiator fronts and rear ends of bodies.

One point made by the Dodge people in connection with their new engine is that, although it develops 105 h. p. as against the former 91 h. p., the greater output is achieved with notable gasoline economy. Extensive mileage tests are said to show that while the new engine furnishes 15 per cent more power, it gives its greater mileage on less gasoline (Continued on page three)

**Say What You Please**

Expressions of divergent opinion on every hand attest to our freedom—the privilege to say what we please without fear of punishment.

When we were born we started making a noise with our vocal chords, caring little about who objected. And although those noises become more or less coherent as years passed, we will probably go right on with that liberty until death.

Freedom of speech, freedom of the press and right of assembly are fundamental to our way of life. We have taken them for granted so long that we ignore threats to their existence. The threats may come, however, from within or from the dictatorial powers from across the Atlantic.

To illustrate what we mean by being able to say what we please, let us offer the following excerpts by letters from people in various parts of the country, which were written to newspaper editors and published for millions to read:

A well-meaning, irate gentleman from rural Kentucky has this to say of his neighbors:

"We have had too much both of Senator Wheeler and Dorothy Thompson, of Colonel Lindbergh and Herbert Agar, of the Chicago Tribune and President Roosevelt, of Fight for Freedom and America First."

He says—and gets his say in print—whatever he pleases.

By a woman in not-so-distant Louisiana we are reminded, slitting open another letter, that "our revered dead of the last World War have now turned over to us, the survivors, and to the new generation which has sprung since they made the supreme sacrifice, the great and brightly burning torch of liberty which they so heroically and so victoriously defended." And she quotes, a Gold Star mother, the unforgettable lines, "If ye break faith with us who die, we shall not sleep, though poppies grow in Flanders Fields."

That is what this graying woman says, and is able to say, outloud.

Or consider another letter, from Worcester, Mass. Pointedly and poignantly, this correspondent informs us:

"I am a housewife. My husband served eighteen months in France during the last war as an enlisted man. We have two sons, seventeen and sixteen years of age. Personally, I think war is not only hateful, bestial, completely frightful; I also think it is the most stupid, the most futile expedient conceived by the mind of man to get anything. I also think murderers, gangsters, kidnapers, burglars are senseless people, yet each newspaper tells of many crimes committed daily and sometimes of brave policemen killed or injured in catching the culprits. And it seems to me that just as the police have to hunt down enemies of society, so our forces must stand ready to protect us against our national enemies.

"Up to that point we are probably all agreed. But now we face the question. Has the United States enemies? I am convinced we have.

"Twenty years ago, I went to the French battlefields with my husband. I saw place after place with nothing but a few walls to show that villages had once covered the spots. I saw Soissons, Rheims, Amiens, Verdun—all of them scared beyond description by the guns and bombs of that war. Today, war is more horrible. Not only are planes, tanks, guns, bigger and better; the rules of war have changed. Or rather, there are no rules. Today children, women, homes, hospitals are targets of equal value with soldiers, tanks, airfields, industrial plants. Perhaps if I lived in Montana, as does Senator Wheeler, or in Wisconsin, as does Senator LaFollette, I would not be so deeply concerned."

"But here in Massachusetts I see that

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