

# The Journal-Patriot

INDEPENDENT IN POLITICS

Published Mondays and Thursdays at North Wilkesboro, N. C.

D. J. CARTER and JULIUS C. HUBBARD  
Publishers

### SUBSCRIPTION RATES:

One Year	\$1.50
Six Months	.75
Four Months	.50
Out of the State	\$2.00 per Year

Entered at the post office at North Wilkesboro, N. C., as second class matter under Act of March 4, 1879.

MONDAY, APRIL 20, 1942



## 40 P. H. Patriotic

The article in this newspaper Thursday relative to the tire situation, which said that all eligibles under the rationing regulations will not be able to get tires, should impress upon all the importance of saving the rubber on automobile tires now.

President Roosevelt suggested a speed limit of 40 miles per hour. It is indeed gratifying to note that practically all motorists are observing that limit, but there remain a few exceptions—persons who care not what happens to the public, to the general welfare of the nation, or to other people on the highways.

Tires will wear away rapidly at high speeds. At lower speeds tires will last indefinitely. It is not impossible to get 35,000 to 40,000 miles from tires at low speeds.

It is the patriotic thing to do to go easy on the accelerator. In this connection we quote from an editorial in the Watauga Democrat:

"One of the greatest evidences of most people's desire to co-operate with the war program is the voluntary enforcement of the 40-mile-an-hour speed limit requested by President Roosevelt.

"Although the President has to wait for state legislatures to put through laws in most states to provide such a limit, the people seem to have taken it upon themselves to refrain from speeding even when the rear-view mirror shows that there isn't a cop within miles.

"Anyone motoring today on our highways, built for safe speeding, will testify that 40 miles an hour has recently been accepted as a limit by practically all patriotic Americans. It has become a new rule of the road which we all respect more than we ever did the speed limitations enforced by the police.

"The great majority of motorists have for years thought nothing of breaking speed laws. Many of us have felt that we knew what speed was safe under varying conditions and considered the laws to be made for the other fellow. If we sighted a cop we recalled the laws and acted accordingly. Otherwise, we used our own judgment about speed.

But now most of us have a better reason for watching speedometers. We realize that speeding has become unpatriotic and we not only keep the pressure off the gas but we show our resentment when anyone passes us at a speed greater than the 40-mile limit.

"Motorists have always enjoyed glaring at one another for behavior on the road which seemed reckless or which interfered with our own driving freedom.

"But now we have a new and more compelling glare to turn on the driver who persists in speeding—a glare which clearly says: 'You're a traitor to your country.' And that's the glare that gets them—it's the one which will quickly put an end to the speeding problem for the duration of the war.

"Farmers, busy trying to produce record crops for Uncle Sam, have, in many cases, postponed facing the problem of how farm products are going to be transported after truck tires wear out. There is a feeling among many of us that, since the government is anxious to have food produced it will find a way to solve the transportation problem.

The government is, of course, working on this subject and is developing a plan. But the plan of the office of defense transportation can only work out if the farmers and all the rest of us voluntarily assist right now in making the problem less difficult."

## Borrowed Comment

A SERIOUS SITUATION  
(Allegheny News)

"Workers are leaving North Carolina at the rate of about 100 per day—and have been doing so for around a year."

That is the "lead" of a news story released out of Raleigh last Saturday night by Mr. Robert Thompson, well known newspaper correspondent.

That sentence really tells a "big story" and it is not a "good story" for this county or for North Carolina either.

Where were and are these workers going and why? The answers are obvious. War production jobs, mostly in defense industries, at high wages. Why are they leaving North Carolina? Because there are practically no defense industry plants in the state. In fact we have only one war plant and rank near the bottom of the list of states in the nation, while on the other hand ours is the leading industrial state in the south and we rank near the top of the list of states in payment of taxes to the federal government.

Mr. Thompson didn't guess at the "100 per day." The information came from the federal employment service and the unemployment compensation commission. The service has had much to do with promoting the exodus of North Carolina labor to war production centers. In addition to that, thousands of our workers are being trained in the state to work in airplane factories, shipyards and other industries in other states. Certain centers have standing orders with the employment service for so many workers each week. No doubt it was with this shifting of labor in mind that the state employment service was federalized at the beginning of the year.

Of course thousands of our young men are being sent to camps, too, and every true-blooded, patriotic American admits that the war needs of the nation must come first and that war production is the first of firms.

We are likewise glad for our workers to have a part in the construction of the war machine that is going to lick the Axis and preserve freedom, but why can't we have our proportional part of the war industries right here in North Carolina so that our workers could remain at home and help build this war machine?

Why aren't more of our many furniture factories, textile plants and numerous other manufacturing establishments being used to produce war goods?

Why shouldn't North Carolina have as many war industries as Virginia or Tennessee when we are a much larger and greater manufacturing state than either of them? Why are 93 war industries located in Ohio and only one in North Carolina?

We do not know, but we do know that this rapid exodus of our citizens is creating a most serious situation in this section and in this entire state.

## WHY THE SUGAR SHORTAGE

(Charlotte Observer)

Americans are confused as to whether it is actually necessary for the government to ration sugar.

From some sources, it is contended that the supply is abundant and adequate for normal consumption without enforcing a ration. The authorities in Washington, however, disagree.

Their view is upheld by the United States Beet Sugar Association, which ought to make it, therefore, reliable and authentic.

That Association cites these as the reasons for the present shortage:

Consumption of sugar in the United States in 1941 reached the enormous total of 8,000,000 tons—at least 1,000,000 tons more than normal. Reserve stocks, in consequence, were seriously reduced.

Shipments of sugar from the Philippine Islands, ordinarily amounting to 1,000,000 tons a year, are cut off by the war. Other off-shore areas of supply find it difficult, because of a lack of ships, to send their usual volume of sugar to the mainland.

The United States is committed to make large stocks of sugar available to the United Nations, chiefly Russia, whose own beet fields have been over-run by the Nazis; to Great Britain and Canada.

Part of the Cuban crop recently purchased by The Defense Supplies Corporation, will be converted into molasses for the production of high-proof alcohol, one of the major necessities of modern warfare. As time goes on, however, it is anticipated that less molasses and more grain will be used for this purpose.

"How We Can Become Poorer Handling Too Much Money."—Headline. Go on and explain. But anyhow most of us would take the risk.—Winston-Salem Journal.

## Plant Beds Breed Tobacco Flea Beetle

Here's a note of warning to tobacco growers of North Carolina from Dr. B. B. Fulton, State College Entomologist. He urges farmers to scrape, plow or harrow their old tobacco plant beds after transplanting to the field has been completed.

"Tobacco plant beds are the preferred breeding grounds for flea beetles," Dr. Fulton says. "Scraping, plowing or harrowing the old plant beds will destroy thousands of flea beetle larvae and reduce injury to newly-set plants."

The entomologist explained that beetles that breed in plant beds move to the newly-set plants in the fields, where they feed on the leaves and lay large number of eggs in the soil near the tobacco plants. Tiny worm-like larvae hatch and feed on the roots. This movement of beetles from the plant beds continues as long as there are any plants left in the beds.

"Tobacco plants are tender, as all farmers know," Dr. Fulton declared. "The usual shock of uprooting and transplanting, plus the double-barreled attack of flea beetles on leaves and roots, weakens the transplants; causes permanent stunting, and actually kills a large number of plants. Tests show that the best method to kill the flea beetle larvae in tobacco plant beds is to remove all tobacco plants, and then scrape the soil to a depth of two or three inches. Another good way is to plow and harrow the plant beds. Plowing alone is helpful, but some larvae are not killed unless the beds are harrowed or scraped."

The State College entomologist said that "an ounce of prevention at this season of the year is worth many pounds of cure after the flea beetles have attacked the tobacco plants in the field."

## Wheat Quota Vote Set For May 2

Enough wheat on hand to supply the nation's normal domestic needs and exports for two years is the prospect wheat growers are facing as they prepare to vote on marketing quotas for 1942 on Saturday, May 2, according to W. Herbert White, Caswell county farmer and a member of the state AAA committee.

Mr. White said the nation's wheat supply on July 1, 1942, is estimated at 1,423,000,000 bushels. This is the largest supply of wheat on record, almost 100,000,000 bushels more than a year ago, he said.

"American farmers never have produced less than 500,000,000 bushels of wheat in any year since 1890," he said. "Last year we used about 700,000,000 bushels of wheat, including exports. Our surplus of wheat has been increased within the past few years by sudden and drastic curbing of exports by tighter war and economic blockades and per-acre yields above normal. Present indications, therefore, are that we need not worry about having enough wheat to supply our demands and those of our allies."

Mr. White pointed out that the quota program provides for the production of enough wheat which, together with carryover, will supply domestic and export needs with a 30 per cent margin for safety. Under existing legislation, quotas must be proclaimed by the Secretary of Agriculture on any of the basic crops whenever the total supply exceeds a normal year's domestic consumption and exports by more than 35 per cent. To be in effect, however, quotas must be approved by at least a two-thirds majority in a national referendum.

He declared all wheat growers who have planted for harvest more than 15 acres of wheat and whose normal production is 200 bushels or more are eligible to vote in the referendum.

Details of places and time of voting may be obtained from AAA committeemen or at county AAA offices, he said.

## Authorization

### To Seize Any Auto Is Asked

Washington.—The government would be authorized to seize any private automobile in the land under a bill introduced Thursday by Senator Downey (D) Calif.

Warning that there won't be enough rubber to keep anything like the present total of 30,000,000 automobiles operating, Downey called for action now to assure future transportation for war workers, for the mail and other services.

Some 10,000,000 cars should be removed from the roads and be placed "in a vast pool to meet a serious transportation crisis we can expect within a year or so," he said.

Officials at the office of Price Administration said that Downey's measure was introduced without the knowledge of that organization, and that Price Administrator Leon Henderson indicated he had no present plans for commandeering cars or tires. But

they said the California law, which was "quite right" in asserting there would not be enough rubber to keep 30,000,000 cars on the road.

"We are figuring on keeping less than 10,000,000 vehicles equipped with rubber," an OPA spokesman said. "In fact, we intend to keep the barest minimum possible rolling."

## Testing Tires Made Without Usual Rubber

Akron, Ohio, April 18.—The Goodyear Tire and Rubber company is testing tires made without rubber.

"We now have test cars on the road which are running on tires made without rubber," said an announcement. "We can make no further comment on this development at this time."

Officials said no rubber—natural, synthetic or reclaimed—was used in the new tire, but refused any hint of the materials it does contain.

The brief announcement followed disclosure at Detroit that Ford Motor company engineers have developed a process for manufacturing automobile tires with not more than one-sixteenth of the rubber heretofore used.

## Harnett Officer Reported Missing In Bataan Battle

Dunn, April 18.—Dr. Bruce Langdon, son of Mr. and Mrs. B. L. Langdon of Linden, has been reported missing in action on Bataan peninsula, it was learned here today.

Notice to this effect has been given to his parents by the Naval Bureau of Navigation in Washington.

The exact fate of Dr. Langdon, who held a lieutenant's commission, is not known and his parents think it is possible that he has been taken prisoner.

He was graduated from Jefferson Medical college in Philadelphia in 1938 and was married in 1940 to Helen Brown Bennett of Chevy Chase, Md., who is now attending a school of nursing at Yale university.

After entering the navy Dr. Langdon was transferred to foreign service in China and the Philippines in June, 1940.

Dr. Langdon is well known throughout this section and his family is one of the community's most prominent.

## James E. Billings Last Rites Friday

Funeral service was held Friday at Mt. Pisgah church for James E. Billings, age 82, well known citizen of the Dockery community, who died suddenly at his home Wednesday evening. Rev. L. E. Sparks conducted the service.

Surviving Mr. Billings are his widow, Mrs. Carrie Billings, and three daughters: Mrs. Grace Burchette, of Dockery; Mrs. Hazel Yale and Miss Pearl Billings who live in Pennsylvania.

## Mrs. H. C. Cothren Claimed By Death

Mrs. Mary Miles Cothren, age 69, wife of H. C. Cothren, of Rock Creek township, died Friday morning at her home.

She is survived by her husband and six sons: Dewey, who lives in California; L. C. of Mr. Airy; N. C., of Hartsville, S. C.; C. V., of Greensboro; Glenn, of North Wilkesboro; and Paul, of Jacksonville, N. C.

## HALF-PRICE

Plans have been worked out with dentists whereby Northampton county 4-H club members will receive dental attention at half price during April, reports Assistant Farm Agent H. G. Snipes.

## Dr. E.S. Cooper

—CHIROPRACTOR—  
Office Next Door to Reins-Sturdivant, Inc.  
—Telephone 205-R—  
Office Closed Every Thursday Afternoon

## FUNERAL SERVICES

COMPLETE IN EVERY DETAIL

## Reins-Sturdivant

North Wilkesboro, N. C.  
AT THE TIME OF NEED

## Ask County To Use Care Issuing Beer License

The Brewers and North Carolina Beer Distributors Committee today requested the city and county officials of Wilkes county to deny 1942-43 retail beer licenses to undesirable persons.

Edgar H. Bain of Goldsboro, state director in charge of the beer industry's "clean up or close up" campaign in North Carolina, cited the statute which prohibits the issuance of retail beer licenses to persons guilty of liquor law violations and "to those who are not of good character." The 1942-43 tax year for beer licenses begins May 1.

"We are writing again to bespeak your continued cooperation in our efforts to keep beer sales in North Carolina from remaining in the hands of, or falling into the hands of, undesirable persons," Colonel Bain wrote the local officials. Similar letters were sent to the governing bodies of 98 counties and 155 cities and towns. "All retail beer licenses come up for renewal on May 1," the letter continued. "We are certain that you will continue to scrutinize all applications for license with great care and deny licenses to those who are not of good character."

"The legitimate beer industry of North Carolina realizes that it has a very definite responsibility in barring undesirable persons as re-

tail beer dealers. Please be assured that it is our earnest desire to discharge that responsibility. This letter to city and county officials is the latest move in the committee's fight against the small minority of beer dealers who violate the law and against undesirable persons who seek to enter the retail beer business. He said the committee had cooperated with local authorities in the elimination of more than 200 undesirable outlets since the "clean up or close up" campaign was begun in North Carolina almost three years ago.

## Francisco Pike Is Taken By Death

Last rites were held Friday at Nelson cemetery for Francisco Pike, age 60, citizen of Walnut Grove township who died Thursday at his home.

Surviving are one daughter, Mrs. Sarah Wagoner, of Springfield, and three sons: John Pike, of Springfield; Thomas Pike, of Radical; and Hoy Pike, of McGrady.

## MOVED

To Second Floor Dr. W. A. Taylor's Building Ninth Street

Specializing in Servicing Typewriters, Office Machines, Bicycles, Photo-Equipment, Guns, Locks and Keys.

M. H. Meade Co.  
TRUWAY SERVICE

**GRAND CHAMPION ALL-ROUND COWBOY**  
**Fritz Truan**

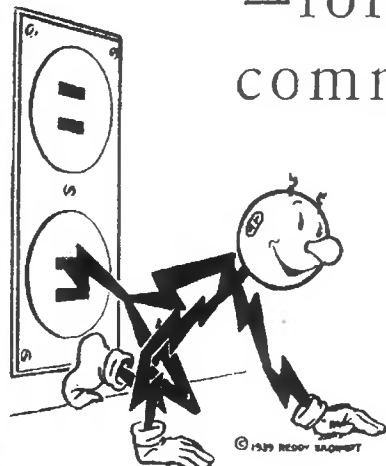
I STICK TO CAMELS. THEY'VE GOT MORE FLAVOR—AND LIKE THEIR EXTRA MILDNESS

The smoke of slower-burning Camels contains **28% LESS NICOTINE** than the average of the 4 other largest-selling brands tested—less than any of them—according to independent scientific tests of the smoke itself!

**CAMEL THE CIGARETTE OF COSTLIER TOBACCOS**

## PATIENTLY WAITING

—for your command!



A seldom used outlet, but when you want it—HOW you want it!

That's the reason REDDY KILOWATT is truly your most patient friend. You may need him at any hour of the day or night; and by the miracle of today's highly organized electrical industry, you can always depend on instant, efficient response.

REDDY KILOWATT observes no hours. He is always on the spot with plenty of energy to help you in your home-duties . . . and to give you more time to devote to your war-time activities.

Duke

POWER COMPANY

HOURS 9 TO 5 NINTH STREET