

The Journal-Patriot

INDEPENDENT IN POLITICS

Published Mondays and Thursdays at North Wilkesboro, North Carolina

D. J. CARTER and JULIUS C. HUBBARD Publishers

SUBSCRIPTION RATES:

One Year \$2.00
 (In Wilkes and Adjoining Counties)

One Year \$3.00
 (Outside Wilkes and Adjoining Counties)

Rates To Those In Service:
 One Year (anywhere) \$2.00

Entered at the postoffice at North Wilkesboro, North Carolina, as Second-class matter under Act of March 4, 1879.

MONDAY, JULY 23, 1945



Super Highways

Routing of the super highways to be developed after the war is a subject of major importance, and tentative plan of routing the super highways across North Carolina as recommended by the State Highway and Public Works Commission is of grave concern to Northwestern North Carolina, if not all the state.

The map of the super highways as recommended leaves the great industrial Piedmont section of North Carolina without adequate outlets to other sections of the country important in the scope of raw materials as well as manufactured products.

The proposed plan is to have one across the eastern part of the state through Rocky Mount, Wilson, Fayetteville and Lumberton. Another would pass through Henderson, Durham, Greensboro, Charlotte and on south to Spartanburg, S. C. Another would be from Winston-Salem by Statesville and Hickory to Asheville and on to Knoxville, Tenn. There would also be a link from Asheville to Spartanburg.

A person familiar with the map of North Carolina does not have to be shown that the proposed plan has no super highway from the heart of the industrial section of North Carolina to the midwest. If you were going from Winston-Salem, Greensboro, High Point or some other Piedmont city in North Carolina to the coalfields of West Virginia, to the industrial centers of Cincinnati, Cleveland, Chicago, Detroit or any other great midwest city, and you were going by way of the proposed super highways, you would go hundreds of miles out of the way of the most direct route.

We realize that a super highway could not cross every county, or touch every section of the state, but it seems preposterous from our point of view that to travel from Winston-Salem to Chicago by super highway would mean either going all the way northeastward to Richmond, Va., before starting toward Chicago, or going all the way southwest and west to Asheville and Knoxville before heading in the proper direction.

Routing of the super highways is more than a matter of community concern as to whether or not any county is served by one. It is of major importance to the entire state. One reason why North Carolina has no major seaport is because there are no rail facilities in a direct northwesterly direction across the state to the coal producing areas and to the great industrial and agricultural midwest.

The proposed routing of the super high-

ways would leave the state with the same handicap of highway transportation that now holds back the state from the standpoint of rail transportation. Why make the same mistake with the routing of super highways?

The industrial center of North Carolina certainly should have a super highway on the most direct route to the midwest. And that route should begin at Wilmington and cross the state in a northwest direction similar to the route followed by Highway 421, which begins at Wilmington and crosses the state by way of Sanford, Greensboro, Winston-Salem, North Wilkesboro and Boone. That is the general direction of a super highway needed for the fullest possible development of North Carolina, industrially and agriculturally.

War Casualties

Those of us who gripe at minor difficulties brought on by the war should take a look at the casualty figures.

The latest report on casualties in this war gave the following figures: Killed, 244,810; wounded, 639,046; missing, 47,734; prisoners, 121,500; total, 1,053,101.

In those figures lie the real cost of the war in terms of human values. No sacrifice, whatever it may be, can be compared with life itself.

It would do us all good to pause occasionally amid our griping and self-pity, and give consideration to the fact that those whose lives are gone or who have given of their blood for the cause of freedom and justice deserve the real credit.

No matter how hard you have worked, no matter how much you have given to the Red Cross and other agencies, no matter how many bonds you have purchased, you have done nothing in comparison with the sacrifice of those who lie buried in Europe, or in the distant cemeteries of the bloody battlegrounds in the Pacific.

LIFE'S BETTER WAY

WALTER E. ISENHOUR
Hiddenite, N. C.

A LIFE OF BEAUTY

A life beauty—that should be
The aim of all mankind;
For in so living we can see
Uplift of soul and mind;
And light that shines in splendor rare
To lead the way to God,
That men may Heaven's blessing share
As through the world they plod.

A life of beauty's made of love,
Of goodness, joy and peace;
Of holiness from God above
Whose glory ne'er shall cease;
And such a life will shine and glow
When sun and moon shall fade;
And as the ages come and go
'Twill be but grandeur made.

A life of beauty's filled with prayer,
O noble words and deeds;
Is never empty, fruitless, bare,
But sows the best of seeds;
And these bring forth a harvest great,
Enriching other souls,
And help to rid the world of hate,
And bring men to their goals.

A life of beauty—well, 'tis kind,
It's gentle, humble, sweet;
By God's pure love it is refined
And for His service meet.
'Tis not adornment from without—
The putting on of things—
But is to know, beyond a doubt,
The grace which Jesus brings.

ABNORMAL ABSURDITIES

By DWIGHT NICHOLS et al

SMALL TALK—

It has been said that if a man has been married 10 years and spends every night at home he has one of two things—real love or arthritis. . . . The Lions Club bulletin edited by Sam Ogilvie had this item: Life is just one fool thing after another; love is just two fool things after each other. Ain't nature grand? Who but mother nature could take two ingredients, 92.4 per cent water and 7.6 per cent tissue, and make a watermelon? . . . Bathing suits of the newest styles are likened to wire fence—providing protection without obstructing the view.

BROKE JONAH'S RECORD—

Mose: "Did you know dat Jonah was three days in de stomach of a whale?"

Rasmus: "Dat ain't much. Mah uncle was longer dan dat in de stomach of a alligator."

Mose: "You don't say! How long?"

Rasmus: "He's dere yit!"

CLAIMED TO BE DESCENT—

To prospective employees, a certain Detroit automobile plant issues a questionnaire asking the person's age, place of birth, etc.

After an applicant for a job had filled out his card, it was found that he answered "Yes" in the square marked "Descent."

TACT PLUS—

The shoe store proprietor was niring a clerk. "Suppose," he said, "a lady customer were to remark, while you were trying to fit her, 'Don't you think one of my feet is bigger than the other?' what would you say?"

"I should say, 'On the contrary, madam, one is smaller than the other.'"

"The job is yours."

WE ALL MAKE MISTAKES—

Kungus: "You mean they threw you out of the theatricals for no good reason?"

Wingus: "Well, I was acting as electrician, and in the quick-change scene the star called for her tights and I thought she said lights."

TOO MUCH NOISE—

The Missus: "Aren't those chimes melodiously beautiful? I just love them!"

George: "You'll have to speak louder, dear. Those bells are making such a h—l of a racket, I can't hear a word you're saying."

REPORTED MISSING—

"It's no use telling me the angels write down in their books if I'm naughty," said a small boy. "I might as well tell you they think up in Heaven that I'm dead."

But why should they think that? his mother protested.

"Because I haven't said my prayers for two weeks."—Tid-Bits (London).

Specialist Issues Garden Reminders

A heavy demand for food crops still exists, and farmers may begin a few garden practices which will increase the supply of fresh vegetables for the fall and winter months, according to H. R. Niswonger, horticultural specialist of the State College extension service.

Niswonger suggested that plantings of the following vegetables in August and July should result in an increased amount of these crops:

Set out plants of broccoli, Chinese cabbage, tomatoes, cauliflower and celery in July. If plants are not available, the seed of these vegetables, except celery, can be sown directly in the garden row and the plants thinned to stand 18 inches apart in the row.

In August, plant seed of endive, turnips, rutabagas, rape, mustard, Seventop turnips, or the hogoin variety for greens and leaf lettuce. Collard seed can also be planted thinly in the garden row or in hills and plants thinned to stand 18 inches apart. Use the thinned plants for early greens.

Make a note of a new leaf lettuce variety to be added to your list of vegetables for next year. It is called lobolt, a variety developed by the U. S. Department of Agriculture. Seed will be offered for sale by seedmen in 1946. This variety does not go to seed quickly in hot weather and can be cut for a period of several weeks. It is spaced in the row 10 to 12 inches apart and harvested by taking the lower leaves.

If you planted celery seed in June as suggested in a previous garden reminder, the plants should be set in the garden around August 1. Before setting plants, mix two quarts of garden

Resumption Of Parkway Work Urged

Waynesville—Looking forward to the earliest possible resumption of work on the Blue Ridge Parkway in this area and development of recreational facilities along the great scenic travel route and in the Great Smoky Mountains National Park region, State officials and Western North Carolina civic leaders played host to top figures of the National Park Service at a luncheon at the Piedmont Hotel here.

Newton B. Drury, director of the Park Service, made the significant statement during an address that "all are agreed that we must get a move on at this end of the parkway."

A. H. Graham, chairman of the State Highway and Public Works Commission, formally listed a group of parkway and other road projects in the park area which North Carolina desires be given immediate and preferential attention in postwar plans of the park service. At the same time he proposed a group of recreational developments for the park and parkway area, announcing plans of the state commission for road projects in connection with these proposed federal undertakings.

Number one construction priority was asked by Graham for that section of the parkway to run from Balsam Gap to Soco Gap, a distance of about 12 miles. "We consider this one of the most outstanding and necessary projects on the whole parkway," the highway chairman said.

"North Carolina's side" in the need for road development in the national park area was fully presented by state and Western North Carolina leaders, the plea being made to park service officials that complete development of the playground and parkway be "made in our time."

The group voted to extend to President Truman an invitation to visit the Great Smoky Park during his October visit to North Carolina to address a session of the state senate at Statesville.

Fertilizer thoroughly in 100 feet of row. Set plants 6 inches apart. After plants have become established in the row, side dress them with one and a half to two quarts of nitrate of soda. Water the plants before taking them up and again thoroughly when planted. Occasional watering will be needed during dry periods.

The matter was referred to State Senator Brandon P. Hodges of Asheville and his committee on arrangements.

Completion of the parkway gap between Bridgers Gap and Devil's Courthouse, a distance of about three miles, was recommended by Graham as the parkway construction project which should be considered in second place in importance. This would make possible, the highway chairman stated, the early completion of Yellowstone Lake, just to the north and near Tennessee Bald at the head of Pigeon River.

Third place in the parkway construction project, Graham said, should go to that which will run from Bull Gap to State Highway 70 near the Veterans Facility at Utopia, a distance of approximately seven miles.

Research workers at State College sometimes make incidental discoveries that prove as important as the information they are seeking.

Spur
THE COLA DRINK
CANADA DRY QUALITY

Buy More Bonds!

UNKLE HANK SEZ:

VISIT DICK'S SERVICE STATION AND YOU'LL FIND R-E-C-A-P-P-I-N-G that is sure to please!

Latest Equipment
Skilled Tire Repair Men!

DICK'S SERVICE STATION
"THE LEADING TIRE MERCHANT"
NO. WILKESBORO, N. C.

NOTICE!

SALE OF PERSONAL PROPERTY

I Will Offer For Sale For Cash
At My Residence In Wilkesboro, N. C., On
SATURDAY, JULY 28, AT 2 P. M.

The Following Articles of Personal Property:

- LIVING ROOM SUITES
- BED ROOM SUITES with springs and mattresses
- DINING ROOM SUITE
- G. E. REFRIGERATOR, in good condition
- RUGS, and ONE KITCHEN CABINET
- ONE RANGE ETERNAL, as good as new
- OTHER KITCHEN FURNITURE
- SET OF GOLD BAND PLATES, over 100 years old
- ALL KINDS OF CHAIRS, 3 HEATING STOVES
- ONE COAL CHICKEN BROODER
- McCORMICK-DEERING CREAM SEPARATOR
- ONE LARGE SIZE WASH KETTLE
- TWO ELECTRIC SWEEPERS
- NUMBER OF FARMING TOOLS
- ONE TEAM OF HORSES, 2,800 LBS.

— A Small Number of Cattle —
Some Hay and Other Feed; Some Corn and Wheat
ALL KINDS OF POTTED PLANTS

Various Other Articles Too Numerous to Mention

R. C. MILLER



You would never think that Pvt. Joseph Demier of Fredonia, Wis., shown above as he appears (left) at the Kennedy General hospital in Memphis, was the same man who is shown at right, a bag of bones, as U. S. troops found him when they captured a German prison camp where he was held. He weighed 70 pounds on March 22, 1945. On June 7 he weighed 154 pounds. He was fed a planned starvation diet while a prisoner.