

THE PILOT

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THE NEW ROAD LAW

In a few days comes in a new road law. Everybody is to stop at every railroad crossing and see that no trains are approaching before attempting to proceed over the track. It is a good law in its intent, being for the good of the driver on the road, and also for the good of the railroad. It is stated that the railroads are making every effort to have signs up notifying people on the roads that they must stop and make sure. But it is dollars to doughnuts that a large percentage of the people are not aware of the law. The law is to be enforced it is said. In some cases it will be. In some it will not. Some people will stop and look for approaching trains. Some will not. North Carolina has not enough officers to police all railroad crossings in the state, and for that reason some violators of the law may be apprehended and made to serve as examples, while others will not be caught if they undertake to ignore the law.

For safety of the driver it is advisable to stop. Deference to the law says to stop. But as the enforcement of the law is largely in the hands of the people a sense of proper regard for the law should prompt obedience. Other road laws are disregarded in this state as in all other states where sufficient police force is not kept to compel law observance. Human kind believes quite generally in enforcing the law against other folks, but not very profoundly in enforcing it against themselves.

We have too many laws in this country, too many federal laws and too many state laws, for we have not the machinery for enforcing one in ten of the laws that have been adopted. If congress and the state legislatures would put in the next two or three years in throwing out surplus laws instead of making more new ones we would be better off. But until we get our criminal code down to where a man can keep within the requirements it is useless to expect that people will enforce the laws themselves on themselves. The multiplicity of laws creates a disregard for laws. It cannot be otherwise. Spasmodically the road laws are enforced in various sections, but the enforcement is unfair. Fifty offenders go loose, and then a wave of enforcement picks up violators greedily for a little while after neglect to enforce the laws has encouraged everybody to violate the laws, and then resentment is felt. Everybody should obey the laws. But some will have to be stimulated by the help of an officer.

A BIT OF POLITICS

The Pilot was asked recently "Who is your candidate for governor?" The answer is easy at the present time, for so far but two men have appeared in the field, J. W. Bailey, of Raleigh, and A. W. McLean of Lumberton. These two men may be the only candidates when the day of

the primary election comes, and they may not. They are fairly representative men, and possibly one of them will be the next governor. But the truth is that neither of them is sufficiently known to the mass of the people to warrant judging them now. Mr. Bailey is a bright fellow, with much ability, yet with considerable radicalism, which in things is a mighty good attribute, and in some others is not. Mr. McLean is more conservative than Mr. Bailey, a business man of broad experience, a man right familiar with many intricacies of government, not much of a ballyhoo, a believer in Davy Crockett's doctrine of being right before you put on too much steam.

Now it might be said that The Pilot should have a choice and be positive about it. But that would imply that one man is in a marked way superior to the other, or that one is perfection, a case that does not exist. In picking a governor or a pair of shoes or an automobile or anything else always some things must be weighed against others. Later both these men will come more under public inspection, and as the choice must be made by the mass voters the candidates would do well to be broadening their personal acquaintance as fast as possible. After that has been done more extensively it will be easier to pass in judgment on them. Meantime it is well enough for the citizen to ask himself what we want in a governor, and what we expect of one. Governor Morrison is highly commended by some of the people, and sharply criticised by others. Not because he does any differently at one time or another, but because different folks want him to act differently or approve of what he is doing. Any governor who has any initiative will meet with the same reception of approval or criticism. And that is right, for a governor can never be in touch with all the people, nor can he be wise enough to be always right himself. And if he could be in touch with all the people he could not follow the wishes of all, for they do not agree. To tell who will be best man for governor is to tell who would best conform to the wishes of the most people, and to be sure at the same time that the majority of the people are right, which sometimes they are and sometimes they are not.

Under such circumstances The Pilot has no candidate until the two in the field make themselves a little better known and with themselves make their views and principles better known. Unfortunately this is an expensive job, and one that cannot in justice be asked of the candidates, for it does not pay them even if they win, and besides, the laws do not allow the expenditure of much money in the campaign.

Which, being summed up tells you that The Pilot does not know a great deal so far about who should be the next governor, and probably no one else does.

MAKING COTTON

In all of this discussion of a cotton crop it might be worth while to have a look once in a while at the cotton field owned by Mr. A. Cameron just east of the town of Vass. For years Mr. Cameron has been making cotton there, and last year he harvested 756 pounds of lint cotton to the acre, as usual, on a large area of ground. Mr. Cameron farms with the object of making a good crop. He pays no attention to the prophets of sorrow, but plants his crop, cares

for it, gives it the help needed to make it, and when fall comes he has something to show for the time and money spent. He has a good crop this year as he always has and he expects to make good crops of cotton as long as he lives and farms. He knows that as long as men live they want cotton, and as long as civilization progresses the world wants more cotton. He knows that men are intelligent and resourceful enough to beat the boll weevil, or any other thing that wants to antagonize human ability, and he knows that the man who stays with his legitimate game is bound to win. So he makes his cotton crop, sells it at the mill, gets his money and is happy in his success. That cotton crop has been worth studying for years. It is especially worth studying this year when the cotton planter is more than ordinarily alarmed about the outcome of cotton farming.

THE NEBRASKA WAY

The state of Nebraska has taken a very definite step toward curbing landscape disfigurement along public highways by the erection of unsightly billboards, which prove a double nuisance in many instances in that they also shut off the view of motorists at danger points. Under a bill passed by the legislature the Department of Public Works is made the guardian of the state's beauty spots. The bill not only provides for a permit fee but empowers the department to remove any sign it cares to remove without giving cause. Billboards give all American towns a sameness when viewed from a railroad train, and are unsightly. But that will no longer be the case in Nebraska, and neither will her highways be defaced by them.

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