

THE PILOT
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**THE DEATH OF
 T. B. TYSON**

The death of T. B. Tyson, of Carthage, marks the transition from the days of the past to those of the future. Mr. Tyson was the final factor in the most prominent individual industry the county has known since its creation, and the industry and the man both give way to the new and changed conditions. The buggy has been superseded by the automobile, and Moore county is no longer known all over the south by the excellence of its vehicles. For three generations the name of Tyson & Jones was familiar to the people from Virginia to the gulf. But the buggy factory has seen the climax of its activity, and with those busy days gone by the master of many years has gone with the institution.

Mr. Tyson was a man whose name was appreciated over a wide range of country, and whose influence in his home community was helpful and sound. He had the friendship of everybody, because he deserved it. He was a man of sincere interest in his neighbors and his community, and without ostentation he did a much more comprehensive work than merely to operate a factory and produce good wares, and carry on a payroll that was the important source of revenue of the village over many years.

He was a kindly, neighborly man, and on the books of the Recording Angel he has many a little credit that most folks know nothing about. Besides making the material pathway smoother for many of the people of the Carthage industrial community he dropped many a little favor along the road to lighten the way for those who followed.

He was of the generation that has almost passed, and with the change from the old to the new he goes out with his companions of the older day. It is to be deplored that he goes before in the fullness of years he should be called, but the bulk of his work has been done, and he has drifted out with the receding tide of the industrial period of which he was chief representative in his time. The turf above him will remain green for many a year, but no more than the memory warmly cherished by all who have known him.

**THE NEW CHURCH
 AT PINEHURST**

In these days when the fundamentalists are quarreling with the modernists, and the people of one faith or one denomination with those of another, it is interesting to note the building of a larger new chapel at Pinehurst which is possible through the work of the Pinehurst Religious Association, an organization that has so little regard for the antagonisms that are permitted to spring up between denominations that the Pinehurst association provided for many a year for a building that sheltered a Catholic priest in one end and a Protestant preacher in the other.

The Religious Association was formed to provide a building that might serve for church uses, but not to serve for any denomination. So the chapel secured was made to serve for the two basic divisions of the Christian church in the United States, and as they could not be brought together as one body they were enabled to come under one roof until the Catholics were able to provide a house for themselves a few years ago. Now the Protestants will have their own large modern building, and there the association will hold open house for all those

who are of the Protestant faith, regardless of the subdivisions of denomination so common.

The Pilot does not know the denomination of Mr. Cheatham, the pastor of the church at Pinehurst, and is not in the least concerned in what it may be. But it does know that he and his association are offering to the visitors and residents of Pinehurst one of the finest church buildings in the state, and that the building will not be troubled with that malady too prevalent in many churches, the empty pew, for Mr. Cheatham will have welcome for all comers and they will all feel the cordiality that the absence of denominational restriction will afford them. Pinehurst will have a strong congregation, for it will have all, and it will not struggle with the problem of trying to maintain in one small place churches enough for ten times the people of the community, but will confine its energy and money to making a compact and aggressive militant religious power of the people in the range of its influence. It is doubtful if any church in North Carolina will be more of a factor in serving its field than the chapel at Pinehurst.

**SEE THAT WE
 GET GOOD MEN**

Up at Eagle Springs lives a philosopher, McI. Kennedy, who in a little discussion of county politics last week argued that the main thing is to get substantial men in the county offices to be filled, as well as in the places higher up. Mr. Kennedy has his political affiliations, but he goes on the theory that while it is logical for a voter to have his political preferences it is good sense to see that the first requisite in filling a public place is that the man or woman chosen shall be fit.

It is a popular sport to kick about the public official. But after all is said we have no legitimate kick coming, for every man elected to office is the creation of the people, which is all of us. If we have good officials it is because we have chosen good ones, and if we have indifferent men in public office it is because we have used poor judgment in selecting them. When election time comes along the wise step is to look at a candidate's fitness to do the work that is to be required. It is of very little importance that he is somebody's relative, or that he is a good fellow, or that he ought to have an office. The thing to consider is whether he has the intelligence, the fairness and the courage, along with the willingness to do the work for the best interests of the county, state or nation.

A job in the public service is in too many cases given as a reward or as a favor. That is the principal cause of the failures to have good work done in public office where there is a failure. In private business a man to get and hold a job must be fit to hold the place. This county is getting on a pretty sound financial footing. It is becoming more of a business organization than ever in its history. Good sense will keep it that way, and the way to do it is to have the best men in county employ that can be secured. If the voters of the county will follow Mr. Kennedy's rule, and apply to every candidate the one test of how fit he is likely to be for the work that is required in the office we will have a good crew of county officials. But if we go on the plan of picking some man because we want him to have the office we are right there interfering with public business and with efficiency in county affairs. If you ask yourself when you come to vote in the primary if you are about to vote for the best person for the office and then answer yourself honestly, you will do your share in running this county right for the next official term. Otherwise you will not, and you cannot escape your responsibility for any failure you help to public place.

**THE CAUCUS AT
 SOUTHERN PINES**

Last Friday night the voters held a caucus at Southern Pines to outline a ticket for the com-

ing election. Practically the old administration was selected, a matter that has given rise to some criticism. But the critics have not much on which to hang their objections. The caucus is said to have been packed. As The Pilot was not in attendance it has no opinion as to the facts. But it is likely that those opposed to the old administration could have packed the meeting just as easily as those who favored it, for in these days of outspoken privilege it is rather hard to run away with a meeting unless the majority are so disposed. And if the minority cannot predominate it is because it is the minority.

The Pilot realizes that Southern Pines is a district of its own in which the outsider has no standing. Nevertheless the prediction of this paper to gossip about most anything that strikes a fancy leads to the confession that it has admired the administration up at Southern Pines because in the past three or four years that village has climbed along to a point where it is in an impregnable position at the present. To be sure it has a lot to do yet, and it will face a plenty of demand for things that it cannot yet accomplish, for money has to be put up every time a new street is opened or a new water pipe laid. But the old administration has made a village that compels the admiration of the people who see it, and has handled the finances in a business way.

There are some things that Southern Pines needs to do yet, and that is no joke. But it is not what has not been done, but what has been done that really makes up a record of achievement. As far as can be seen by a fellow in another district looking over the fence, Southern Pines has come mighty near a place in the honor class in the last three or four years, and the job has been done under many serious handicaps. Taxes are moderately high up there, and will be for probably the next five hundred years, as is the case in every town that grows, but the main point is that Southern Pines has got the things the tax money has been used to secure. And the town would not swap off its conveniences to get the money back. The public improvements made in Southern Pines by the present administration will long be a monument to the breath of sense of the men who have brought it about.

**STILL WORRYING
 ABOUT CHILD LABOR**

Congress is still worrying about child labor, and it is intimated that the fuss is an effort of the whiskey advocates of the north to get back at the south for voting for the prohibition amendment. If that be the case let the game proceed. The south has identically the same child labor laws that the north has, but in all the states children are allowed to work on the farms. Now it is proposed to limit the age of labor to eighteen years and to include farms in the new amendment. That will suit the south as well as the north for more farms are in the north than in the south, and it is impossible to make a law that is not nation-wide.

Of course to try to prevent a child from working until it is eighteen years old is impossible, for the seventeen-year-old mouth is going to eat just the same as the older one, and society is not going to feed the robot boy and girl of seventeen just for the sake of keeping them idle. A boy of eighteen is acceptable as a soldier to fight the country's battles, and by that test of ability he will see that he has a right to work and feed himself. But the notion that a child may not be taught habits of work and industry until it is eighteen years old is so stupid and so unfair to the child that it cannot be made to prevail, and the north will no more submit to such a procedure than the south. As far as industrial results are concerned the thing is a two-edged sword. If the north wants to

pay for making cotton, tobacco, and other southern products at the higher wage price that such a step would compel, the south can stand the increased costs, for the buyer of the product will pay. But as the north will not stand such higher costs, and as boys and girls will work if they feel disposed before they are eighteen years old, both north and south, and as the problem will be as pertinent in the north where folks have to work as in the south, it is easy to think the whole thing is a useless bluff, and bluffs in this way do not go very far.

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SEABOARD AIR LINE RAILWAY

Trains leave Southern Pines, N. C., as follows, corrected to December 3rd, 1923:

SOUTHBOUND

- No. 1—6:50 a. m., for Columbia, Savannah and Jacksonville.
- No. 3—7:28 p. m., for Columbia, Savannah and Jacksonville
- No. 5—5:52 a. m., for Monroe, Atlanta and Birmingham.
- No. 11—6:33 p. m., for Hamlet, Monroe and Atlanta.
- No. 41—11:22 a. m., for Hamlet, Charlotte and Wilmington.

NORTHBOUND

- No. 2—9:53 p. m., for Richmond, Washington and New York.
- No. 4—9:35 a. m., for Richmond, Washington and New York.
- No. 302—7:07 p. m., for Washington, Philadelphia and New York.
- No. 12—8:50 a. m., for Raleigh, Henderson and Norfolk.
- No. 44—2:02 p. m., for Raleigh-Weldon.

Train No. 6—11:23 p. m. stops on flag for passengers for North of Norlina.

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VASS AL
 Mrs. J. B. with Mrs. G. Miss Retha the week-end S. R. Smith. Misses Lul Freda Gschw went to Cam attend the cl Mr. W. H. Simpson mad view Wednes Masters Ro ten, of Came Mrs. P. W. York, the first Mr. A. M. C trip to Sanfo Mr. Will S in town Wed Mrs. J. Mel McPherson a Pherson, of Tuesday. Miss Stacy visited her un the last of th Miss Myrt ern Pines Tu Mrs. Mills a of near Carth Miss A. Sch is spending friends, Mrs. E. Dunkhor Mrs. Dunkho and her first Wednesday n fer says th children here Mrs. W. F Graham mot Tuesday. Mr. J. M. T Carthage Tu A little ne of Mr. and Clay Road, S Miss Bessi route one, s with Mr. and Mr. Elsie a visitor in Mr. G. H. boro Friday ing. Messrs. A Brewer and ed a Kiwan hurst Countr Mr. and M Miss Retha I ern Pines an erno. A number the senior p day night. Miss Alle Mr. and Mrs Point, was one day last not seriously ly cut about lived here se friends wish covery. Mrs. Neill John Blue a were shopping Mr. and M Miss Marian Creek with D Cameron's B Baltimore, v also. Mr. C. L. T itor Monday Mr. Verne Va., represe Mills, Inc., v town Wednes If you are minutes, you gry, now, fo have opened meat marke receive pron tion. Mr. T rieved cafe charge. Giv Friends of Patterson w their little s pneumonia i Mr. and r route two, p Beasley Mot Mr. and M and Mrs. A near White I communion s Mr. Georg job in The P rest in Carth Messrs. J and Mr. W. part of last on the Hote Mr. G. S. ern Pines Tu Mr. and M J. M. Tyson Sunday. Mr. Irvin caller in tow Mrs. J. R and Master Mrs. A. J. one. Mr. Ra Bamford, of guests of M Mr. and M little son, of Mrs. W. E. Y Mr. J. M. a position in Mr. and M children, of D. McCranes ternon. Rev. M. I was in town Mrs. Jane A. C. Camer hills, were v day. Mr. and M A., Jr., visit Monday nigh Mr. and M attractive lit two, were in noon on their they will spe