

THE PILOT

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MURDER ON THE HIGHWAY

The National Safety Council reports traffic fatalities for the first six months of 1938 as 22 per cent less than during the same period last year. By heeding the plea to drive more carefully, 3,670 lives were saved during the first half of 1938. The council says if the percentage of decline continues for the balance of 1938 the year's traffic toll will be the lowest in ten years, and would represent a saving of 8,700 lives.

If the entire population of the town of Sanford was to be wiped out or half the city of Fayetteville was to be wiped out within the year, the entire world would be agog and would lend a hand in a strenuous effort to save every life within the town limits. But pestilence and disease are attacked and fought with greater fervor than the murderer in the gas buggy. We Americans are criminally indifferent in our attitude toward the deadly and fatal malady—the automobile.

Eight thousand lives lost in an epidemic would cause a national uproar. Eight thousand mowed down by automobiles are not even front page news.

DEMOCRACIES' BEST DEFENSE

The opinion is going the rounds that the democracies' best defense against the fascist totalitarian states, is the latter's astounding financial weakness.

The democracies, of course, such as France, England and the U. S., have gone to great lengths in monetary tinkering, taxing and spending. But they aren't in the same class as the fascists. Germany, for example, absorbs over one-third of its national income in taxes, and still can't make both ends meet. Italy, faced with poor crops and an increasingly unfavorable balance of trade, is hard pressed for money. And Japan, as everyone knows, is spending beyond its means at an incredible rate, and is giving something like half of all its government revenues to the maintenance and expansion of its military machine.

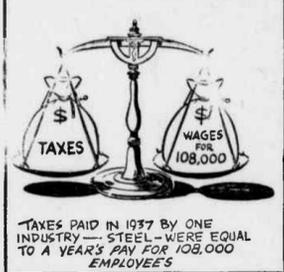
First economic collapse, many think, will come in Germany. Germany has long been financing herself by an amazing technique. Any company working for the government—and all important companies in a totalitarian state do that most of the time—has been paid in so called "work bills," which matured in a year or two. The company took these to banks and discounted them for cash. When the banks got too many on hand for the government to buy back on the due date, the government refunded them. Later still, an "improvement" was devised whereby the government gave companies treasury bills which could not be discounted. All of these companies then got stuck with non-negotiable paper, and couldn't get cash to carry on their business. Recently they had to sell stock for this purpose—and the result was a crash in the government-dominated German stock market.

There hasn't been much audible complaint—it doesn't pay in Germany, where new concentration camps are being built as the existing ones have proven inadequate to hold Hitler's enemies. But German foreign credit is reaching the non-existent point, and conditions are getting worse. One columnist, in describing Germany's impending collapse, says, "The prevailing opinion in Washington is that it won't be long now."

IT CAN'T HAPPEN HERE.—OR CAN IT?

An analysis of reports of 150 representative companies shows that taxes paid by them in 1937

THE POCKETBOOK of KNOWLEDGE



exceeded by 34 per cent the dividends paid common shareholders.

Total assets of the 150 companies were \$42,000,000,000, owned by 6,500,000 investors, including duplicates, and the companies had 3,000,000 employees.

Total taxes paid in 1937 amounted to \$1,630,000,000, more than twice the amount paid in 1932—\$291 per common shareholder, \$514 per employee. For 124 of these companies, this amounted to an increase of 109 per cent.

Where are we headed? How long can private industry maintain such a high cost of government? Will workmen and industries maintain such a high cost of government? Will workmen and industries soon be drafted by government and eliminated as free agents? Witness Germany, Spain, Russia and Italy.

THE PRICE OF SHORT SIGHTEDNESS

During the first five months of 1938, railroad net operating income in this country totaled \$45,000,000, as compared with \$240,000,000 last year, a decline of 80 per cent, leaving an annual return of but .54 per cent on the industry's investment.

In considering this critical situation, a statement by H. A. Enoch, Chairman of the Carriers' Joint Conference Committee, who used to be a brakeman himself, is of exceptional interest. He said: "We of the Carriers' Joint Conference Committee think we know the railroad men of this country pretty well. Most of us have served with them in one branch or another of railroading, and some of us, in our time, represented employee organizations in dealing with management. The majority of us served last year on a similar committee which agreed to the employees' request for an increase in wages, at a time when conditions were quite different from what they are today.

"We have confidence in the fairness and common sense of our railroad men. When they have all the facts before them, they will recognize, we believe, how different is the situation today from that of a year ago when they sought and secured an increase in the rates of pay.

"While men regularly employed on the railroads now are receiving the highest average wages in history, thousands of their fellows are laid off, and the investors are receiving next to nothing as a return on the savings they have put into railroad plant and equipment. We hope and believe that these facts will cause railroad men to realize the justice and necessity of the proposed reduction in wage rates."

No one makes wage reductions from choice—but in this instance they are a matter of dire necessity. There is only one way they can be escaped if the railroads are to be kept solvent—and that is to permit the lines rate increases that permit them to earn a "living wage." All the talk in the world can't hide these facts. No industry can long pay

Tobacco Grading School In County on August 6

Two Meetings, One at Carthage at 9:30 A. M. Other at West End at 2:00 P. M.

By E. H. Garrison, Jr., County Agent

News came out in the Raleigh paper last week that we were to have a tobacco grading school in Moore County on Saturday, July 30th, but we did not have time to get notices out to producers so the school was postponed until Saturday, August 6th, at which time it will be held.

In order to take care of the crowd we have decided to hold one of these meetings in the school building at Carthage. This one will be held beginning at 9:30 Saturday morning. The other meeting will be held in the old school building at West End, Saturday afternoon July 6th, beginning at 2:00 o'clock. I hope that as many as possible will attend these meetings. This work will be carried on by L. T. Weeks, from Mr. Floyd's office, and one of the government men.

I feel that a great amount of good may be derived from a school of this kind. No doubt these men will be able to show us a good bit about the different grades and other things of interest. We will attempt to get up a good bit of tobacco here so that as nearly as possible the grading will be of most interest to us. Please do not forget the places and the dates.

Carthage, Saturday morning at 9:30 a. m.
West End, Saturday afternoon at 2:00 p. m.

J. S. MANNING DIES OF HEART ATTACK

(Continued from page one) and Louisa Hall Manning, and was descended from famous barristers and jurists. His father was dean of the University of North Carolina law school after whom Manning Hall at Chapel Hill is named. His great-grandfather was John Hall, a Supreme Court justice in 1819.

Educated in private schools in Pittsboro, Judge Manning attended the University of North Carolina and there studied law, after which he began practice in Durham, where he was city attorney. He represented Durham County in the House of Representatives in 1907 and the 14th district in the Senate in 1909, the year he was appointed Associate Justice of the Supreme Court, on which he served until 1910.

In 1914 he went to Raleigh and joined former Governor W. W. Kitchen in a law partnership there and in 1916 was elected Attorney General for North Carolina, which capacity he held until 1924. Since then, he has been practicing law with his son under the firm name of Manning and Manning.

out more money than it earns, and survive—and no industry can continue to pay high wages when it is forced by law and regulation to sell its product at "below cost" levels.

PINEHURST

Mr. and Mrs. Dalton Honored
Mrs. J. M. Hagood, Mrs. Joseph I. O'Brien and Mrs. S. A. Hennessee entertained at Cards Monday evening at the Community Club House. Guests of honor were Mr. and Mrs. Frank Dalton. Others were, Mr. and Mrs. Ralph Sutton, Mr. and Mrs. Raymond Johnson, Mr. and Mrs. Ed Swaringen, Mr. and Mrs. E. B. Keith, Mr. and Mrs. I. C. Sledge, Mr. and Mrs. Thomas R. Cole, Mr. and Mrs. Byron U. Richardson, Mr. and Mrs. Banks Richardson, Karl Johnson, Mrs. Blanche Wescott, A. B. Sally, Mrs. Colin McKenzie, Mr. and Mrs. Frank L. DuPont, Mr. and Mrs. T. Shelby Cullom, Mr. and Mrs. David Coffey, Mr. and Mrs. A. P. Thompson, Mrs. Clarence Thomas, Mrs. Jack Mulcahy, Mr. and Mrs. John F. Taylor, Mrs. George Veno, Mrs. Alec Innes, Gordon Cameron, and Mr. and Mrs. H. A. Campbell.

Mrs. Dalton was presented an attractive guest prize. High scores were made by Mrs. Sledge and Byron Richardson, Mrs. Thompson and Mr. Taylor, Mrs. McKenzie and A. B. Sally. Low score prizes went to Mrs. Veno and Banks Richardson.

Personals

Mr. and Mrs. Wesley R. Viall motored to Lexington Sunday to bring home their sons, Bill and Bobby, who have been attending Camp Willoughby for the past six weeks.

Mrs. A. B. Sally has returned from Charlotte where she has been in a hospital recuperating from a tonsillectomy.

Mr. and Mrs. T. R. McKenzie have returned from a motor trip through the Great Smokies and several days stay at Myrtle Beach.

Mr. and Mrs. Frank Dalton and children, Joan and Frank, Jr., of Bridgeport, Conn., are the guests of Mr. Dalton's sister, Mrs. S. A. Hennessee and family.

Mr. and Mrs. Ralph W. Sutton and daughter, Betsy, have returned from a three weeks vacation spent at Daytona Beach, Fla., Savannah, Charleston and Carolina Beach.

Mrs. I. C. Sledge entertained her bridge club Friday at her home. Mrs. David Coffey made high score for the afternoon.

Mrs. Blanche Wescott and daughter, Dorothy, spent the week-end with Mr. and Mrs. Winfred Hawley in Durham.

Kay and Helen Boyette and Ann Wall of Carthage are the guests of their aunt, Miss Margaret Kelly. Mr. and Mrs. Meredith Herndon have gone to Myrtle Beach where they have a cottage.

Mr. and Mrs. Lewis G. Kelly have returned from visiting relatives at their home in Connecticut and Cape Cod.

The afternoon circle of the Community Church Woman's Auxiliary met at the home of Mrs. Charlie Fields Tuesday afternoon with 12 members attending.

Mrs. Martin McLeod has returned to her home in Norman after visiting her mother, Mrs. Annie Kelly, who continues ill.

Mr. and Mrs. John F. Taylor entertained at their home Friday evening with four tables of bridge. Prizes were won by Mrs. I. C. Sledge, Miss Catherine Cagle, Tom Black and B. U. Richardson. Mrs. Banks Richardson was presented dainty handkerchiefs as guest of honor. Delicious refreshments in two courses were served following the game.

MARINE CORPS TO RECRUIT IN CHARLOTTE AUG. 8 TO 17

Sergeants Charles L. Arndt and Charles T. White of the United States Marine Corps Recruiting Service, will be in Charlotte, N. C., from August 8 to August 17, inclusive, at the Post Office Building, for the purpose of interviewing prospective applicants for enlistment in the U. S. Marine Corps.

Applicant must be single, white, eighth grade or above in education, 18 to 25 years of age, in good physical condition and of good moral character.

Young men selected will be furnished transportation to Savannah for final examination and enlistment. Those enlisted will be transferred to the large Marine training station at Parris Island, S. C., for the usual training preparatory to assignment to some service school, ship or marine barracks for duty.

SMILING RANGERS IN PERSON

The Smiling Rangers, who are heard regularly over Station WPTF in Raleigh, will appear in person at the Pinehurst School auditorium on Monday night, August 8th, at 8:00 o'clock. The program will be sponsored by the Home Demonstration Club and an enjoyable program is guaranteed.

Realtors Have Opportunities To Show Visitors Hospitality

Services Rendered Bear Fruit In Assurance of Return Visit To Section

HELP SELL LOCALITY

(Editor's Note: This is another in the series of articles by local officials and civic leaders which The Pilot is publishing in cooperation with the Governor's Hospitality Committee of Moore County emphasizing the need for hospitality to visitors.)

By Eugene C. Stevens

Perhaps no group of persons have more opportunity to show hospitality to visitors than the realtors. After a visit to the Chamber of Commerce, tourists usually seek the real estate offices for more information along many lines. More than any other professional group, the realtors are prepared to give detailed information to those seeking it. The tourist is interested in homes, climate, cabins, country guest houses, water, neighboring towns, scenic trips and places to go, and many other things related to happy living conditions.

Any service we render a visitor bears much fruit in the assurance of a return visit, and often leads to the purchase of a home and the securing of a good citizen.

Realtors who have made contacts with visitors know that they are interested in city government, tax rate, valuation of property, educational and

social advantages, natural attractions, and scenic beauties. In such contacts the real estate dealers have great opportunity to sell their town and state to outsiders. Upon such service we build cities and in the building realtors play a big part.

We are now entering upon a campaign to know our state and our section better. We want to sell them to all who come within our borders. No state has more to offer than North Carolina. Our local real estate dealers are taking a forward step in lining up with the hospitality campaign. Little courtesies count tremendously and pay large dividends.

The Governor's Hospitality Committee of Moore County appreciates deeply the service the real estate dealers are rendering in carrying out Governor Hoyer's advertising and hospitality campaign for North Carolina. The local realtors are enthusiastic over the campaign to create a greater friendliness to visitors and see in it an unprecedented privilege to sell Moore county to them and thus help in the building of a greater Old North State.

Improved agricultural methods have done much toward increasing yields per acre of crops in North Carolina, reports Chief Statistician W. H. Rhodes, of the State Department of Agriculture. For example, the average yield of corn from 1870-1879 was 12 bushels per acre, compared with 18 bushels per acre from 1927-1936.

GRAINS OF SAND

We received a letter the other day from our vacationing boss, Nelson C. Hyde, written from New York State. He scribbles as follows:

Skaneateles, N. Y., July 30.

Our North Carolina advertising must be serving one good purpose: it appears to have kept North Carolinians home this summer. We've been touring about northern states for a month now and have seen only two N. C. license plates.

"Jim" Boyd is no one-sport fellow, we've just found out. You may think of him as exclusively a foxhunter, but he forgets all that in summer and goes in just as strenuously for sailing. In fact he's commodore or something of the yacht club up at Sorrento, Maine. He trips lightly from halters to halter and back to halters as the seasons change.

Incidentally we've heard from him that the Satevepost has changed its schedule and is going to start his new novel running in October, finishing it in December in time for publication in book form by Scribner's in January. It is still untitled, Jim writes.

Received en tour: a most inconsistent postal card from one of the office force. It starts off: "No pool." Then it goes on to tell us it rains every day, "waterbugs swim in streets, everybody all wet, bullfrogs on roque courts, turtles on tennis courts."

Must be pools for a' that.

We were parked against the curb in the business section of Syracuse the other day when a man, spotting our license plate, stopped and asked where we lived.

"Southern Pines."

"Oh yes," he said. "That's the town I always remember when I drive south winters. It's like getting into Central Park in New York after passing through the slums. I'm going to stop and spend a few days there next season, it's such a beautiful spot."

Made us pretty glad we'd passed the Civic Center bond issue.

—N. C. H.

Dath Burr Sanborn is fast becoming one of the prolific writers of the Sandhills. Her short stories are finding popularity and demand from the Saturday Evening Post to the American. The last named publication presents "To Meet My Wife" and "Matchmaker's Holiday" in the July and August issues.

The weekly survey of current magazines reveals a Southern Pines man in public print. Dr. Neal, popular veterinary and friend of the animal kingdom from rare horse to hound dog, is pictured in "Life." The scene is the ball room of the Pennsylvania hotel in New York. Dr. Neal sits behind a photographer in a group of doctors who are witnessing an operation where a direct transfusion takes place between two horses at the American Veterinary Medical As-

sociation. The horses wore rubber shoes into the hotel where the affair was publicly performed.

Dr. Neal is probably the first Southern Pines person to look out from the pages of Life and his neighbors are busy asking him questions. We are beginning to wonder how long it will be before his fan mail will unload upon him a crate of aoudads from southern Asia, ptarmigans from the arctic or siamangs from Sumatra. "Life" may have its drawbacks after all.

Automobiles generally carry their passengers in such speedy flight that little time is devoted to scenery along the roadside, but no matter what swiftly moving wheels do to landscapes, the crepe myrtles blooming along the highway are commanding attention from all but the absent-minded motorist.

The president of the Provincial Government of the Confederacy has been forgotten, or at least has drifted out of the memory of all but a limited few. Today Jeff Davis has been resurrected through the flow-ers that blaze out in a mass of brilliant color along the road that bears his name. When the U. D. C. planted the shrubs that are now a delight to every traveler, regardless of whether he hails from North, South, East or West, they not only paid homage to their leader, but showed the confidence retained by the majority of the southern people.

When the crepe myrtles restore the spirit of Jefferson Davis, they no longer bring to mind the antagonistic song concerning a sour apple tree, but leave an interesting picture of a Secretary of War, a statesman, a soldier and the president of the Confederate states of America.

With fruits and vegetables to be had in abundant supply in stores and gardens, the canning season is at hand. If any person has problems or questions they would like to have solved pertaining to that subject, the State college Extension Service will come to their rescue by offering a bulletin on "Canning Fruits and Vegetables." This publication will give valuable information and should promote successful canning. It may be had by any resident of the State who applies to the agriculture editor of State College and requests Circular No. 223.

The underpass just south of Vass has been completed and cars are going through. Work on the shoulders of the road between Manley and Vass will soon be under way and the highway will be closed during this construction period. When opened for through traffic the road should be safer than at any time in previous history, as the curve at the underpass has been greatly improved. Accidents occurring at that particular spot were due to fast driving and cars getting out of control. A decided curve is still in evidence at the underpass, and automobiles will continue to do damage if no restraint is put on the throttle when negotiating the bend of the road.