

THE PILOT

PUBLISHED EACH FRIDAY BY THE PILOT, INCORPORATED SOUTHERN PINES, NORTH CAROLINA

1941 JAMES BOYD 1944
Publisher

KATHARINE BOYD EDITOR
DAN S. RAY GENERAL MANAGER
THOMAS G. JOHNSTON, ASS'T EDITOR
BERT PREMO, NEWS AND ADVERTISING
CHARLES MACAULEY CITY EDITOR

*S|SGT. DANIEL S. RAY, III

SUBSCRIPTION RATES
ONE YEAR \$3.00
SIX MONTHS \$1.50
THREE MONTHS75

ENTERED AT THE POSTOFFICE AT SOUTHERN PINES, N. C., AS SECOND CLASS MAIL MATTER.

GOOD SIGNS

There are two good signs of the times in Southern Pines and the Sandhills section, these days, that portend better things to come. One is the kind of people that are coming here to live and the other is the kind of businesses that are starting up.

Most of us have always believed that the best thing for this section would be for it to become a year round place, with the emphasis on permanent residents rather than on tourists. That is beginning to take place and it is one of the most encouraging things that has happened here in a long while. While, during these last years, we have lost some valued friends, we are gaining others and many more than we lost.

To take Southern Pines, alone, . . . and the other towns are having a similar experience. . . there has been, lately, a big jump in the number of families who have come here to live.

There have been the business people. Some have their businesses here, but many have only a branch, or even no place of business at all here, and travel back and forth, but their home is here. They are entering into our community life, adding immeasurably to its all round possibilities by their participation.

There are the army families. Cutured, widely travelled, of vigorous outlook they have brought with them the color and interest of the varied lives they have led. They are showing great interest in the town and a spirit of cooperation and desire to fit in that is very fine. Letters pointing out needed improvements in town, coupled with an offer to help bring them about, from other officers, testify to the great asset which their presence here can be and is. Should the Ft. Bragg road be improved, we may well have more of the families of the large post living here, welcome additions to our community.

Then there are the families brought here by our new industry.

Some time ago THE PILOT printed an editorial entitled "Wanted: An Industry." Now that an industry has come, it is fascinating to see what its coming has already done for our community.

The story of Resort Airlines is familiar to all. The interesting thing about it, in this connection, is the many ways in which it has already affected our community life, and will do so increasingly. The obvious thing is that it will bring many tourists here. There is no doubt that such quick service to and from home will enable many more people to come here and will open far wider the avenues of attraction for vacationists. Many tourists means more prosperity for local business which, in turn, will mean new businesses coming in, and more jobs available. That angle of the business has just begun to show but there is no doubt that it is only a question of time before it will be a big factor in our plans. For, more business starting means more people coming here to live and better times for all. A circle that is not, a vicious circle.

Already that circle is coming round in the cast of this company's personnel. Eight families and many single individuals have come here to live, in order to work at Resort Airlines. They are the kind of people THE PILOT had in mind when the editorial was written. Young, keen, intelligent, they have, clearly, the imagination, courage, perseverance and capacity for hard work that make them good businessmen. Those same qualities will make them good citizens and good neighbors, as well.

The last people to come here are not newcomers: they are the boys who grew up here and who are returning as veterans. A few

came back to jobs, a few have created new ones, too many are still hunting.

It looks as if there was going to be a short gap in the time between this blank space of few jobs and the many jobs which the expansion for which we are clearly destined, will bring. Our young veterans with imagination and courage can make it come quicker if they will leave no stone unturned in their search for jobs, here.

It should be our first effort to help them in every way possible; because, first, we owe it to them; second it will be to our great advantage to have our boys settle here. Our veterans should come first in all plans for the future of our Sandhills. They are the last and surely the best sign of peace and the good times ahead.

THREE FLIGHTS UP

The Greensboro Daily News published last week an item which should be of much interest to Moore County people. It concerned the achievement of a former head of our Health Department, Dr. B. M. Drake. Dr. Drake, who is now head of the Rockingham-Caswell Health Department, announced last week that Yale had chosen his district as a training center for students in health education.

Two students at Yale, who are doing their graduate work on United States public health fellowship grants, will arrive in Reidsville July 1st, to begin a ten-week period of training. Both have distinguished records from Yale, one has served as district director with the Florida welfare board and consultant with the Wisconsin public welfare department; the other has been doing research work at N. Y. U. She is headed for work in China, where she lived as a child.

This is a great honor for the Rockingham-Caswell district. It has been brought about largely through Dr. Drake's handling of the health department, there, with the help of cooperative, health-minded, county officials.

To Moore County people who regretted Dr. Drake's resignation from the local department, this story brings a twinge of envy and regret. There is not a doubt that Moore County might have had such an opportunity to distinguish itself, had our health department been given the attention which it deserves. Unfortunately, with the press of the war and the emphasis swinging to other, more conspicuous things, the health department has been relegated to a back seat. Or, we might say to a gallery seat.

It is now located up on the top floor of the Court House. To this high perch up steep flights of long stairs must trudge sick people, mothers with babies or expecting babies, old people with heart trouble or rheumatism. Also the nurses and our doctor, whose arduous labors are increased twenty times by this long climb to be made five, ten times daily, often laden with heavy scales or other clinic equipment. The rooms suffer, also, from lack of heat in winter and too much when the sun beats down on the roof in summer.

Here is a situation that needs remedying, and needs it badly. Along with Moore County's plea for better roads and better schools should come a good strong howl for a better health department, better located, more conveniently laid out, and with a larger staff to operate it. We have some of the best nurses in the county, or in any county, in our department, but there are too few of them. They deserve the most help and encouragement we can give them. And we Moore County people deserve and should demand that our department be made the equal of that in the Rockingham-Caswell district which is now having this fine opportunity to contribute to the training of these Yale students and to profit by their presence.

BOUQUET TO PICQUET

Received by the Carolina Theatre, was the following billet doux: "I have attended theatres from New York City to Nashville to Atlanta—and in between. Yours is the first I have been in where I did not see a picture to the accompaniment of the eating of candy, pop-corn, peanuts, and even hamburgers.

As one who may or may not attend your theatre once every three or four months I do hope, for the sake of your patrons, that you will keep that sign in your lobby!" Signed: J. Raymond Guy

If The Maritime Union Strikes Can The Navy Run The Ships?

Will the Maritime Union (CIO) strike? There seems to be but one answer—yes. If they strike, will the Navy be able to run the ships? Again, there is but one answer—yes.

Comparing the Navy with the Merchant Marine would be like comparing twin brothers, who except for outer looks, have nothing at all in common.

The Merchant Marine is made up of two types. The "Oldsters" and the "Newsters." The oldsters, two-thirds of whom are bums ashore, know more about the sea, ships, and bars than the Navy, Army, Marines, and Coast Guard combined. The sea has been their life since they found shore existence too confining and too competitive — which was probably when they were twelve to sixteen. They present about the poorest front of any body of working men in the world, because most of them put up at the water front when in port. This refers only to that "two-thirds of whom are bums ashore."

The remaining one-third are the men in the Merchant Marine who have chosen it as a career, rather than as an escape for the weak. This one-third is the brains of the Merchant Marine, but the bums are still the backbone.

The "Newsters" are the result of World War II. They have gone into the Merchant Marine via halls of learning. They are as new to the U. S. Merchant Marine as the atomic bomb is to warfare. The Newsters are fresh from the cadet training centers at New London and on Long Island. They bring into the Merchant Marine a viewpoint and a discipline foreign to the oldsters. And comparatively few put up at the waterfront.

The Maritime Unions fear the Newsters, knowing they threaten the "red grip" now controlling the Union Halls. There is no more doubt about the power of communism in maritime unions than there is doubt about "caste distinction" between officers and enlisted men in the Regular Army or Navy.

The Navy, and especially the Regular Navy, is a far cry from the Merchant Marine. The Navy is trained first to fight, their discipline is strict, they have no reg-

ular hours of work. What the Navy may lack in longterm experience at sea, among the Reserves, it makes up for in numbers. A ship that the Merchant Marine would run with a crew of sixty, the Navy, not counting the gunners, would have double the number in the crew.

Merchant seamen work eight-hour days, with overtime for extra work. They got a bonus in the war for dangerous waters, and practically all waters were dangerous. They got another bonus for every air or sub attack. The lowest dishwasher in the merchant crew got two and three times the amount of the highest rated man in the Navy gun crew on the same ship. But merchant seamen belong to a union, sailors in the Navy are in the Service. Sailors were fighting to maintain what the merchant seaman were getting—high wages.

For the Navy to take over the merchant ships in case of strike, may set the Maritime Union back several years in their aims. And the Merchant Marine has only enjoyed high wages in the past ten to fifteen years. Not long ago the merchant seamen were treated and fed like dogs. If today they are getting the top of the bottle, for a long time they got the bottom. But the question in most Americans' minds is: Is the strike the way to do it?

There is no doubt the Navy can and will run the ships, if necessary. And it will not be a difficult job. The Navy has a list of reserve officers and enlisted men who can be called back on twenty-four hour notice . . . it has been proven that it only takes two experienced men in each department to take a ship across the ocean and bring it back. Two Deck Officers and two Engineers, a good Bos'n and a couple of good Motormacs—these could take a Liberty Ship with a green crew and go to England and back, or to Japan and back.

During the War when it was more important that ships sail than it was that they sail with experienced crews, both Naval and Merchant ships pulled out of harbors on trans-ocean voyages with only three and four experienced hands aboard. They can do it again.

County Agricultural Agent Gives Helpful Hints To Local Farmers

by E. H. Garrison, Jr.

Alfalfa Seed

The Alfalfa seeded last fall has done exceptionally well this spring. This seems to be the answer to our hay problem. Not all of our soils are adapted to the growing of this crop but, on most farms, there is some place where alfalfa will fit in. This hay comes on at a time when it is usually badly needed. The yields have been good. Mr. John M. Black tells me that on his last cutting from a five acre field, he cut 162 bales which averaged 70 pounds per bale. This is a total of 5.7 tons from the field, or a little better than a ton of hay per acre. There are a number of others who should do as well.

Mr. Paul Lamm has a field of alfalfa which is a picture. The same thing is true of Carl Guldedge. Both of these plots have been cut but I do not know the yield on these. One of these fields is in the Sandhills and the other is in the clay section. If you are interested in a good hay crop, it will pay you to see these two plots.

Right now we are making up an order for seed or trying to get this order lined up for delivery in August. Last fall we had trouble in locating seed. What we would like to do this year is to get seed here so that they will be ready for use at seeding time, which is September. If you are interested, kindly let us know your needs. This order should be placed as soon as possible.

Tobacco Plant Beds

It is time now to sow the 1947 tobacco plant bed site with late spectabilis crotalaria, velvet beans, soybeans, or cowpeas. A heavy growth of one of the above crops will help to shade out grass and reduce the development of weeds and grass on the bed site. Less trouble should be experienced from weeds and grass the following spring. Soil fertility and the physical condition will be improved by the discing in these legumes in August or early Sep-

tember.

For temporary plant bed sites on previously cultivated land and where the soil is not sterilized into spectabilis crotalaria or velvet beans will be practical. Crotalaria, velvet beans, soybeans, or cowpeas will be practical for permanent plant bed sites where soil sterilization is used. The seed bed for these legumes may be prepared by discing thoroughly and smoothing with the drag harrow.

Method of sowing: Broadcast the seed and cover with a drag harrow or use grain drill.

Variety, rate and time of seedings: Late spectabilis crotalaria—20 to 25 lbs. per acre, April 1 to May 15.

Early or speckle velvet beans—1 bu. per acre, Coastal Plain, April 25 to June 1; Piedmont, May 31; Mountains, May 10 to 31.

Soybeans: 2 bu. per acre Piedmont and Mountains—Virginia, Biloxi, Laredo, Ogden, Arksoy, Woods Yellow, Tokio, Arksey, Ogden, Biloxi, seeded May 1 to July 15.

Cowpeas—Coastal Plain and Piedmont, Iron Brabham, Clay, seeded May 1 to July 15, 1 bu. per acre; Mountains, Clay and Whip-poorwill, seeded May 10 to June 15, 1 bu. per acre.

Stable Manure may be applied just before the seeding of these legumes or when they are disced in.

The legumes should be disced into the soil in August or early September. If chemicals are to be used to sterilize the soil, it is especially important that these green manure crops and stable manures be disced into the soil at least 4 weeks before time to apply the chemicals (Uramon and Cyanamid).

Note: 4 to 5 bushels per acre of the large beans may be used.

Ditching With Dynamite

About a month ago, Mr. H. M. Ellis, Extension Engineer was down here to put on a demonstration for us on ditching with dynamite. Since then we have put

on a few of these ourselves. This is one good practical method of cleaning out places where it is impractical to get at with machinery, or labor is not available on the farm to do this work.

The cost on this is very reasonable for the amount of work that a small amount of dynamite will do. We have a table to go by so that that most anyone with any knowledge of this type of work and a small amount of equipment can do this work himself. Last week we shot out two, each of these around 200 feet long for a cost of around \$15.00 for the total job done.

Forty pounds of dynamite sticks placed 15 inches apart, should blast out a ditch 2 1/2 to 3 feet deep, about 6 feet wide at the top and 100 feet long. This dynamite will cost \$17.50 per 100 pounds or about \$9.00 in single case lots of 50 pounds.

The pretty part about all of this is that it enables you to get the work done when you want it. Also, that it throws all the dirt back from the ditch banks and does not have any of it piled up along the sides of the ditch. With this method the water is free to run into the ditch from any point in the field.

All this information will be gladly given or mailed to you if you are interested in this work. Call, write, or come to the County Agent's Office and we will see what we can do for you.

Travel Council Plans For Future

Looking forward to the largest travel year ahead, the Board of Directors of the North Carolina Travel Council, met in Pinehurst recently to discuss the future activities of the organization.

Various plans and objectives, by which the Council could best serve the travel industry, were brought before the Board for discussion.

Emphasizing the vast importance, that the travel industry plays as a revenue producing factor to the state, the Council has urged the Chamber of Commerce in all localities to make an all out effort in securing housing accommodations for the large influx of visitors coming to North Carolina.

The purposes and objectives of the Council are as follows; to promote travel and tourist business in the State of North Carolina; to advance the welfare and business of all phases of the travel industry in the state; to facilitate the distribution and exchange of information concerning the State; to conduct educational campaigns, and by other means seek to improve services offered the traveling public within the state and the expansion and development of such facilities as may be needed to meet the demand of the traveling public; to cooperate with municipal, county, state regional and national agencies and organizations in the activities of such agencies or organizations relating to travel and tourist business in the State of North Carolina; and in general to do by way of publicity, information, organization and cooperation whatever other things may be helpful to increase the tourist and travel business within the State and all facilities and services relating thereto.

The Council is non-profit, non-sectional, non-sectarian, and non-partisan.

Members of the Board of Directors for the organization are: Richard S. Tufts, Pres., D. Hilden Ramsey, Vice-Pres., Haywood Duke, Treas., J. Melville Broughton, D. L. Ward, Mrs. E. L. McKee, Charles E. Ray Jr., J. Laurens Wright, and Coleman W. Roberts.

The office of the Travel Council is now located in Pinehurst.

NOTICE OF ADMINISTRATOR

Having qualified this day as Administrator of the Estate of Clara A. Wilson, deceased, this is to notify all persons having claims against the estate to present them to the undersigned Administrator within twelve months from this date, otherwise this notice will be pleaded in bar of their recovery. All persons indebted to the said estate will please make immediate payment. Dated this 6th day of May, 1946.

WILLIAM H. WILSON, Administrator of the Estate of Clara A. Wilson, deceased. M10, 17, 24, 31, J. 1, 14.

FOR RESULTS USE THE PILOT'S CLASSIFIED COLUMN.



From Which You May Choose a Gift of Lasting Remembrance

- WATCHES for Wrist or Pocket, Watch Chains, Expansion Wrist Bracelets.
- RINGS Diamond and Stone Settings
- EVERSHARP Pen and Repeater Pencil Sets.
- Cigarette Cases, Lighters, Fitted Cases.
- Key Cases, Discharge Cases, Tie and Collar Sets, Key Chains, Sun Glasses.

Guaranteed Watch Repairing

YOUR CREDIT IS GOOD AT

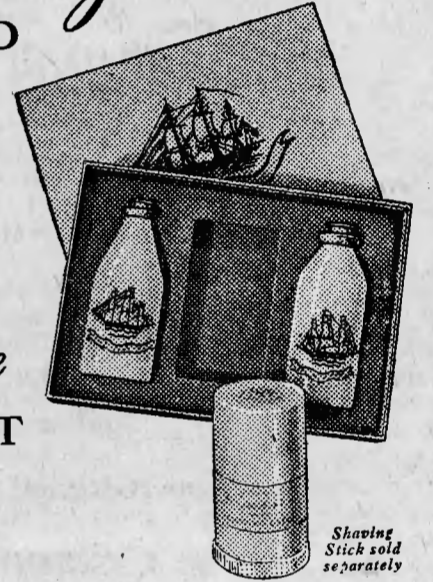
Ormsby's Jewelry Shop

East Broad St. Southern Pines

Something New
FOR DAD

EARLY AMERICAN
Old Spice
TRAVEL SET

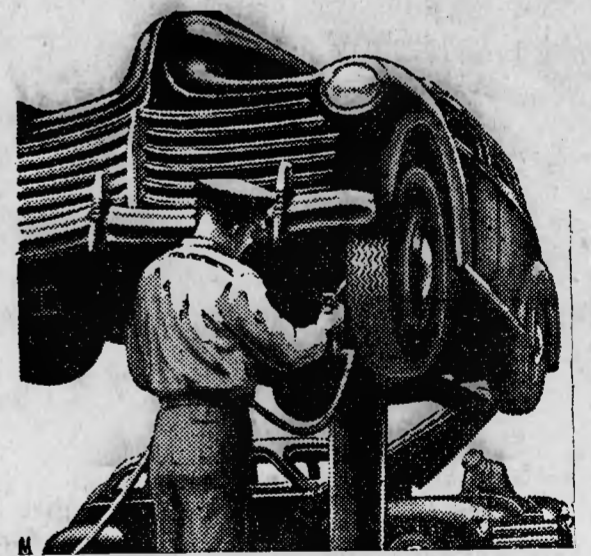
125
Plus Tax



A NEW SHULTON SET THAT TRAVELS EASILY! Extra large stick of long-lasting Old Spice Shaving Soap kept neat and clean in smart plastic holder; travel sizes of After-Shave Lotion and soothing Talcum.

SANDHILL DRUG COMPANY

PRESCRIPTION SPECIALISTS
Telephone 6663 Southern Pines



VERIFIED ESSO LUBRICATION

will make certain your car is properly conditioned for summer. We are here ready to serve you. Drive in today!

BLOUNT'S ESSO STATION

Aberdeen Phone 9021

PLYWOOD FOR SALE

1-4 x 48 x 96 Panels
Place Your Order Now For Early Delivery of SCREEN WINDOWS AND DOORS
EDWARDS CABINET SHOP
VASS, N. C.