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

THE EDITOR APOLOGIZES

I have decided to depart from newspaper style, in this editorial, and to write with an I: from me to the people of Southern Pines and Moore County. Because I feel personally, as well as editorially, so sorry for what the Pilot printed about the Victory Celebration three weeks ago, I want to be able to speak straight from the heart, as well as straight from the shoulder.

When I left in July to go on a vacation with the children, out here in Wyoming, I did so with mingled feelings. On the one hand, I looked forward to it very much, and to the pleasure that I knew would be ours: of being together in this beautiful country. On the other hand, I hated to leave home. It is always a wrench to go away: so many things are happening or going to happen in which I am interested, my love for home and its dear memories is so strong, above all, perhaps, my keen interest and pride and deep feeling of responsibility for the good of the Pilot and the community, in which it has held for so long a respected position, exert a compelling hold upon me. This time, these detaining influences were doubled by the thought of the Victory Celebration that I was going to miss.

I read about it eagerly each week as the plans were announced. It looked as if it was going to be a fine affair, and, more and more, I hated the thought of not being present. When your hometown goes all out for something like that, and when that something is almost the biggest thing that ever happened, you just hate to miss it. Of course I looked forward with the utmost eagerness to reading about it.

V-J Day was August 14th. On the following Tuesday, the 20th, I received a surprising and alarming telegram. It was signed by the chairmen and members of the Victory Committee, by the Legion, and by the Mayor of Southern Pines, and it said that the Pilot's report of the celebration had been a disgrace. It asked for a full apology.

That was not the first sleepless night that this editor has spent over the paper, but perhaps it was the most unhappy one.

When the Pilot finally came, forwarded here rather late, I read the two articles about the celebration carefully. I then showed them, without comment, to two trained journalists who, by good luck, happen to be staying here. Their reaction from a professional newspaper standpoint was the same as mine, though they could not, of course, feel the deep personal sorrow and disappointment that I felt. They said that as a report of an event, the articles were entirely inadequate. They showed besides, an editorial bias that had no place in straight reporting. Further, they said that as a community paper, telling about a community enterprise of great importance, the tone of sarcasm, and criticism in which they were written, was absolutely indefensible.

I agreed completely with what they said, but of course with me, the personal feeling both of responsibility and of home love and pride, entered in, I was as hurt by the article, I venture to say, as must have been those whom it criticized, and that was really the community itself. But I was more deeply hurt than they could have been because I, as editor of the Pilot, was responsible for it.

I wish to offer to everyone who took place in the parade, to those who organized it and those who helped, and to all in our County to whom such a celebration meant so much, my heartfelt apology. That goes for me, personally, and for me as editor of the Pilot.

As for the event itself, well,

perhaps even such a bad report of it could not keep me from knowing what it was like and from wishing I had been there. I could see the folks assembled on Broad Street, and the flags, and hear the good army band. I could see the returned boys marching down the street, maybe not so well as they marched when they were marching and fighting and, some of their buddies were dying, for us, but, goodness, who cares how they march! Just so they're home; just so we can see them coming down our street again. That's all we care about; that's all you people lining the street cared about it.

As for the speeches, on an occasion like that speeches are much alike. Nobody wants a trained orator to say the thoughts that are in our hearts. And when hearts are so full, the tongue falters sometimes. I think the report of the speaking did give some inkling of the deep emotion in the hearts of the speakers: at least, reading it, I felt that, and I just hope the speakers who read the account may have realized that the writer tried to show them as they were, leaders in our community and state, yet people like ourselves, and each one stirred as seldom before by the solemnity of that occasion.

Well people of Southern Pines and Moore County, I wish I had been with you. I think I would have felt with you, and I hope that, in my words reporting the event in my paper, I might have been able to make you feel the Pilot's love for its home, its pride in it and its own share in everything affecting Southern Pines and Moore County.

Katharine Boyd

CONSTRUCTIVE CRITICISM

The Pilot's "The Public Speaking" column is one of the most valuable parts of our paper. In it readers express their views on questions of public interest, and in these letters are to be found, again and again, suggestions which are extremely valuable.

There is no doubt that the citizens of Southern Pines are proud of their town and have its good at heart, but familiarity is apt to breed, not contempt at all, but rather complacency, if not blindness. We who live in our town get used to things as they are. The ugly filling station or store front which shocks us when we first see it gradually blends into the general picture and we forget about it; the same way with such things as overturned garbage pails and litter on the street or the mess of crates, orange skins and what-not that meets the eye glancing down certain alleys in town.

The visitor to town has not this disadvantage or perhaps we should say advantage of familiarity. Things to which we have grown accustomed hit him in the eye or the ear. And so his comments thereon are frequently to the point and worthy of notice.

This was the case not long ago when a young army man in town wrote to The Pilot criticizing the appearance of the vacant lot between the Brown & Clark filling station and the adjacent store. Vaguely aware that there might be something in what our correspondent said we strolled up there and had a look. His comment was only too true: the lot was a mess and a disgrace to our town. Incidentally the young man generously offered to help clean it up. We have never heard if his offer was accepted.

In the August 2nd issue of The Pilot appeared another letter about certain features of life in our town. Written by a recent visitor Mr. Charles C. Gunterberg, Jr., the letter spoke with enthusiasm of the advantages of North Carolina and referred with pleasure to a vacation spent this winter in Southern Pines. In this connection the writer voiced strong agreement with another letter to The Pilot that written by Struthers Burt in condemnation of the suggested roadside advertising contemplated by the Chamber of Commerce. Mr. Gunterberg then went on to make an observation about Southern Pines, which seems to The Pilot most pertinent and worthy of consideration by our Chamber and by all interested in the good of the town: he spoke of the extreme annoyance occasioned to would-be sleepers at night by the incessant blowing of the Seaboard's Diesel horns.

Our correspondent has brought up a matter, here, which has long been a matter of concern in town. We submit that his criticism is valid and merits consideration and definite action.

WHISTLING DIESELS

The whistling of Diesel engines, as they pass through Southern Pines, has increased steadily ever since they were first introduced by the Seaboard Airline. With the war, that seemed natural due to the tremendous increase in traffic, but now that the emergency is over many had an idea that this nuisance would grow less. It looks as if this would not be the case. The railroad has recently announced that it is adding to its fleet of Diesels in a laudable endeavor to improve the service now offered the South. So the problem mentioned by our correspondent of the whistles blowing at night in Southern Pines becomes a real and increasingly prominent one. If not solved there is every likelihood that the din will become worse.

We used to be able to boast that our balmy, pine-laden air made people sleep well. This was quite a talking point in bringing tired and care-worn visitors to our section. The air is still there and certainly it is as lovely as always. Unfortunately, it now bears on its wings not only the scent of pine but the sound of blaring, harshly-tooting, incessantly blowing Diesel whistles. Perhaps some of us have grown accustomed to this din and can sleep through it, but many have not, and to guests in our town it presents a very real drawback to a good vacation. With these Diesels making night hideous we can no longer claim that our town is a good place to rest.

Here is a real problem to be tackled. Never loath to jump in where angels fear to tread, we have this suggestion to make: At night, the traffic in town is practically nil. Could we not persuade the Seaboard to install crossing gates on all the avenues except the two at each end of town, these gates to be lowered at night? This would eliminate the need for at least some of the blowing.

Could we not also take up with the railroad the matter of signalling from engineer to brakeman? That is where, actually, a lot of the whistling takes place. We believe it is still the case, that a brakeman walks out with his lantern along the track to the rear whenever the train stops. Then, when the engineer is ready to start, he blows six times on his whistle and the brakeman climbs aboard. Surely, when a train is standing in a town, some other method of signalling could be used: a lantern or at least fewer blows on his whistle.

This is a matter for our Chamber of Commerce to take up. We submit that it is important to our town and its future The Seaboard has always been most cooperative. We believe if the matter were presented to them in the right light, with sufficient emphasis, they would help us solve this problem.

To Mr. Gunterberg, The Pilot sends thanks for his constructive criticism, as well as for his appreciative comments on our town.

On the Land

HYDE THE JACKPOT. W. W. Watson, Hyde County farmer, hit the jackpot with his Irish potatoes this year and now claims to be the champion potato grower of the Carolinas and probably in the nation—California included.

He informed D. S. Coltrane, Assistant Agriculture Commissioner, recently that he produced approximately 579 bushels per acre this year—or 324 100-pound bags. The average for North Carolina this year is 130 bushels, for California, 390 bushels, and for the nation, 158 bushels.

NECTAR UP A NOTCH. The sugar shortage and continuous favorable honey prices resulted in another national increase in colonies of bees this year.

There were 177,000 colonies of bees in North Carolina as of July 1, said the agency, the same number as last year. Colonies lost during the winter was 18 per cent, but new spring colonies brought the total number back to last year's figure.

GWYN IS GLUM. In urging farmers to employ more caution in selling their cattle, T. Lenior Gwyn, marketing specialist with the N. C. Agriculture Department, declared recently that he sees "grave danger to both producer and consumer in the rush

of half-fat, immature cattle to already-overcrowded markets."

According to Gwyn, the "pouring of cattle into the markets to avoid a return to OPA price ceilings seems unfortunate from every angle."

Peanuts

The production of peanuts for picking and threshing is now indicated at 281,200,000 pounds on 296,000 acres. This is about 5 per cent less than the 1945 production of 296,400,000 pounds. The acreage is down 4 per cent from last year. Prospective yields on August 1 were estimated to be 950 pounds per acre, the same as produced last year. The ten-year yield of 1,174 pounds is 19 per cent more than this year's, while the currently-estimated production is 5 per cent below the ten-year (1935-44) average production. Heavy rains in the peanut area have caused considerable damage. The peanuts are woody and needing cultivation because wet land prevented proper care.

Sweets

Sweet potato prospects are fairly good and there is time for them to improve before harvest. The indicated yield is now 105 bushels, as compared to 110 bushels last year. This is 3 per cent below the ten-year average (1935-44). Production is estimated at 7,035,000 bushels, which is 13 per cent less than the ten-year average of 8,099,000 bushels and 3 per cent below 1945.

Hays

Hay prospects are generally good throughout the State. The continuous rains in the eastern Piedmont and Coastal Plains have not been too favorable. All tame hay is estimated at 1,270,000 tons production, compared with 1,281,000 tons last year and 1,038,000 tons during the ten-year average (1935-44) period. Prospects for clover-timothy hay are very good. Production is now indicated at 73,000 tons, or 11 per cent above last year's good crop. Alfalfa production estimates point to 28,000 tons, as compared with 22,000 tons in 1945. Early alfalfa cuttings were good, while later cuttings are not quite so good. Peanut hay prospects are fair, with lespedeza hay not quite up to July 1 expectations. Soybean and cowpea hays are not so good as indicated one month ago.

Corn

Practically all crops are reported as "fair to good" in most sections of the State with the possible exception of corn. Corn, it was stated, was good in northwestern counties but reported late corn as "poor," and corn in lowlands badly damaged by rains. Some localities, also, in the Piedmont and the central coastal plain reported "poor corn crop."

Tobacco

Tobacco yield is reported generally good in the State, while the majority of the mountain counties and in the central Piedmont reported tobacco yield as "very good."

Cotton

Reports coming in on cotton, indicate the crop in prospect as "fair to good" but considerable boll weevil infestation is reported in the lower Piedmont and lower coastal plain counties.

Truck Crops

Truck crops, hay and fruit are all reported as being generally good, with fruit ripening early.

Labor

Farm labor continues generally scarce and expensive with but few areas reporting slight improvement.

LEGION AUXILIARY MEET

The American Legion Auxiliary will meet at the Legion Hut Tuesday evening at 8 o'clock, September 10, at which time four new members will be initiated. Report of Girls State will be given by the three girls who were sponsored by the local Unit this year, Miss Peggy Jean Cameron, Miss Carolyn Chester, and Miss Mary Frances Campbell of Pinehurst.

Delegates attending the Twenty-sixth Annual Convention of the American Legion Auxiliary at the Sir Walter Hotel August 25-27th report the largest attendance of any previous year. Those attending all sessions from this Unit were Mrs. Haynes Britt, Miss Ethel Blue Britt, Mrs. L. L.

Alfalfa Is Proving Profitable Crop For Moore County

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

Last year's results with alfalfa have convinced us that this is a profitable crop for Moore County. Due to bad weather last fall, we did not get in all the acreage that we had hoped to. This year we are starting early to place an order for seed. Anyone who has not placed an order would do well to attend to this right away. From all indications now, the seed crop will be short and the price of seed about like last year—approximately fifty cents per pound. It will take around 30 pounds of seed per acre and 35 is really better. This other item represents about half the cost per acre. To some this may sound a little high in price but at the cost of good hay, the first cutting from this crop will about pay the cost of the whole operation.

Mr. Carl Gulledd has just taken off his third cutting on a field seeded last fall. He weighed part of this crop to see just what he was getting. According to his figures, he got 4,104 pounds of cured hay from this field of 1.2 acres. This is almost two tons of hay per acre.

Mr. John Black, near Eastwood, cut his field of around 5.5 acres some time ago. This cutting netted him 176 bales of cured hay averaging 70 pounds of hay per acre.

We have good seasons this year, which has been ideal for hay production, but it just shows the possibility of this crop. This fall we hope to double the acreage we had seeded last fall, or about 100 acres. I realize that not all of our land in the County is suitable to the production of alfalfa, but on most farms I really think that it can be grown. One seeding should last from three to five years and be profitable with about three cuttings each year. In most cases, we can get four cuttings.

Land to be seeded this fall should have been in a cover crop of some kind during the summer. This tends to keep down grass and weeds; and, at the same time, builds up the soil. Alfalfa responds to good soil and good treatment. I would not advise anyone that it is a good crop to be put on poor land.

In addition to all this, there are a good many other details to be carried out. Dr. E. R. Collins, extension agronomist with the North Carolina State Extension Service, has put out a splendid bulletin on this crop, giving the details. If you are interested in this kind of thing, you should get this bulletin.

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