

THE PILOT

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THANKSGIVING

The Pilot gives thanks for many blessings.

For enthusiastic readers and caustic ones; for the cheering words, the constructive comment; for the, on the whole, moderate use of such expressions as: worthless, inexcusable, uncalled for, downright lousy. For the people who might have gotten mad and didn't.

The Pilot gives thanks to W. S. Bushby for installing such beautiful new lights, and to Buck Tarlton and Bill Reinecke for finishing up the shop extension.

The Pilot gives thanks that it was not him, but Mr. Mac, his first mate, who jumped C. L. H.'s anniversary by one week. (Ohhhh—what thanks!) Cheers for first mate's ability to set unerring course in Moore County's early history, not to mention his always helpful comments. He is also grateful that Dan put the Old Bethesda caption under the picture of the Baptist Church and not him.

He thanks Trudy for helping him these few weeks and sings a hymn of praise to Bessie for taking the wheel during the Thanksgiving week.

He is perpetually, to date, grateful at the minor miracle which has preserved him from the horror of dropping a galley of type. Not yet; not so far. (And he cracks his knuckles open knocking wood.)

He is awestruck, weekly, at the major miracles taking place in the shop under the hands of Dixie and Dan and James and Nathan, whereby the machine clicks and the type is set and the press runs and the paper is fed and his and their own Pilot appears, new and shiny. He gazes at what he and they have produced together with gratitude. Generally.

He gives thanks that Bert likes to sell ads, and does; and that he (The Pilot) doesn't.

He gives thanks for Mary and her "Page"; and mirates, always, at how she makes all the figures come out right, while taking an order for note-paper, discussing the latest auxiliary party, and correcting the mailing list with that Mr. M.

And, as to other things, he gives mild thanks for the few inches that separated him from the car whizzing past in front of him on the town's new Ridge Street speedway the day after it was finished. He gives thanks for the fine self-control that kept him from calling up Mr. B. and saying "I told you so."

And, this year, he gives thanks especially that, being the Seventh Year, the long-leaf pines are seeding again. Everywhere their little seedlings are standing bravely erect in the sand.

That ought to be a good omen for the Sandhills.

BACK OF LEWIS

Some of our government heads, and many commentators are acting as if all that were needed in the present coal crisis is to put Lewis in jail. The solution is not so simple.

It is true that things must be fixed so that one man cannot throw the country's economy out of gear. Lewis's attitude is intolerable and his irresponsible actions must stop. But . . . even in the case of John L. Lewis there is a "but."

We must never forget that dictators come to power through effective leadership accomplishing much good. Hitler, Mussolini, even Franco started off by helping their people. The same of Lewis.

Coal mining is one of the hardest, most disagreeable jobs at which men work. To spend your days underground, in dark stuffy tunnels, in a narrow cramped space, damp grit all around you, manning heavy shattering machinery, with the shadow of danger constantly about you, is

something few would choose. And few do choose it; only the miners stick to their trade, children following their fathers down the shaft, partly through tradition, partly through pride, but mostly through inertia. If you have spent all your days in a mining town, if you know only that sort of life and are not very ambitious or plucky or well-fed, the chances are you will do the easiest immediate thing; take the job that is waiting for you. That is the way our mines are serviced; there is practically no new blood going into them. And this despite the fact that miners are well-paid, better than the average workers in manufacturing industries, for their fifty-four hour week.

Lewis has come to his present position in two ways: through his own questionable manipulations of labor and politics, in which he has taken personal unscrupulous advantage of the country's need during the recent war years, using any and every means to get more and more power, and through the very real and very great gains in improved wages and working conditions he has brought to the miners. The latter is something we must not forget.

In the present struggle we shall win more quickly and more permanently if we keep constantly in mind the miners who are behind Lewis. They are behind him because he has proved the worth of his leadership: he has helped them. They are against the operators because they have not helped them. It is a fact that not a single initial gain for labor has been achieved without a fight; coal mining is no exception.

The government can put Lewis in jail till he calls off the strike, but the miners are still there to be dealt with. Orders, issued by him under duress may have little effect and the aura of martyrdom which will then be added to the phony majesty now enveloping his person may be just what he craves. It is time to go back of Lewis to the men he leads.

Until there is a leader in the ranks of government or operators to step to the miners' heads with words of encouragement as well as censure, Lewis will remain the man to whom they look for leadership in a continuing struggle.

THE SAME DIRECTOR

A leading Republican industrialist, commenting recently on the victory of his party, wrote: "A reversal of national public opinion of historic importance is now well under way."

If many Republicans agree with that sentiment, the country is in for trouble. Because there is not a doubt in the world that they are wrong. The Democrats were defeated because of a strong instinct among the voters that they had been in long enough. It was a vote against, not a vote for.

That instinct was probably sound. Carried on for a short while by the impetus of their lost leader, the party has lately lost all capacity for government. The president has shown himself irresponsible as well as incompetent; the corrupt city machines have grown in power, the defection of the southern wing has split the party. The reconversion program, of incredible complexity and necessitating a courage and firmness beyond the capacity of present Democratic leadership, was the final straw. The only thing to do, most people thought, was to make a fresh start. But a fresh start in the same direction; not, as our industrialist claims, "a reversal."

If any doubt that the people are still behind the aims of the past years, let him take a look at the answers to a recent public opinion poll. It shows that during these past months the people voted 71.8 that the U. S. should take an active part in an international organization; what is more, 62.4 per cent believed in the formation of a World Congress with power to decide all problems, every country agreeing to abide by the decision whether it liked it or not. In national affairs, the so-called New Deal measures are still paramount in public opinion. The people voted by 76.7 that social security be extended to cover every job; 80.0 for government loans to speed housing, and 48.1 for government being the actual builder. 72 percent thought government should provide for those who cannot earn a living. In the field of labor, the vote was within eight points of a tie as to whether labor unions, as now run, were good or bad. The vote for their abolishment was infinitesimal.

It is impossible to read these

percentages without being struck by the consistency of public support of the Roosevelt program. The fact that so many Republicans elected to run for office on virtually that platform proves that, if our industrialist mistook public opinion, the politicians did not.

Ahead of us lies danger. The fact that the Republican leaders turned down the suggestion of regular joint meetings with the President is a bad omen. Whether their refusal to take such a wise step was because they were not willing to share in the danger to the full, or simply because they wanted to put the Democrats deeper in the hole, makes little difference. It shows that they are not yet fully aware of the gravity of the times which demands of them their full duty as American citizens first and Republicans second.

There has been no reversal of public opinion; there is little difference in the nature of the crisis in which we are living. Both demand true international cooperation under the UN as our foreign policy and a courage and tolerance and for that intelligent, far-seeing self-sacrificing leadership which was the Democratic party's glory once, but which is not yet visible in Republican ranks.

THE ROADS OF THE PIONEERS: A PLEA

The discussion on erecting historic markers in Moore county, which is now becoming action under the impetus of the Moore County Historical association, is not a new one. It was first advocated by The Pilot's Charles Macauley as far back as August 18, 1935, when the following editorial appeared:

Now that the sum of \$10,000 is to be available for the erection of markers of historic sites in North Carolina, permit us to make a timely plea for the marking of the crossing of the Southern Pines-Pinehurst double road by the Peedee Road. This crossing is at the exact intersection of the old Yadkin road, formerly a highway from East to West, and the old Peedee, the North and South highway of olden days.

Possibly buffalo trails in pre-historic times, they were actually well defined Indian trails long in use when found by the roving hunters and trappers who preceded the settlers. The Yadkin, followed by the aborigines from far beyond the head waters of the Yadkin river to the sounds and bays of the coast, was a trail traversed and fashioned into a road, first as the "wagon road" then as the "Cape Fear road", by the first settlers penetrating the wilderness beyond Cross creeks, now Fayetteville, and into the present counties of Cumberland, Hoke, Moore and Montgomery.

The Moravian settlers at Bath-ebara sent their wagons laden with produce to exchange for salt in Fayetteville; and down this sandy way marched a large contingent raised by Flora Macdonald for the battle at Moore's Creek bridge. Following the years of the Revolution, both old and new settlers used the road to transport their produce: wheat, cotton, corn, beeves, sheep, hogs, honey, and tallow, to their only market, Fayetteville. Still later, their tobacco packed in hogsheads was rolled down to the same market, and with the establishment of many post offices in 1832, the Yadkin became a post road for this vicinity.

Other settlers, principally Scotch, entering the port of Charleston and making their way by the present Cheraw, turned the Virginia-South Carolina trace of the Indians into a road through Richmond county to Coleman's bridge, now Blue's bridge, and thence to the crossing of the ford of Hector's creek, now Powell's pond, and through a part of the present Southern Pines to the Yadkin road, and on to Avent's ferry over the Cape Fear river and to Raleigh. Down this road in the years of the Civil War went many a wagonload of corn and meal transported by the local folks to the troops in South Carolina.

Roads of the Sandhills are long time arteries for commerce, business and church-going on the Sabbath; the old Peedee, linking two famous churches, Bethesda and Union, which the Yadkin road led to one far more ancient, the mother church, old Longstreet. Ancestral roads developed by the forebears of our population, they deserve to be remembered for the part they played in the settlement of this territory; and to be marked as a matter of interest to our visitors.

Citizens Anonymous

FIRST ITEM. PLEASE!

To The Pilot

Let me hasten to tell you that I think your idea of starting a column entitled "Citizens Anonymous" is a very good one.

I have often felt the urge to "bust out in print," but I lacked the courage, or shall I say I didn't think it advisable to "stick my neck out."

No doubt there are many of our good citizens who feel the same way and I am sure that your column would be well-filled each week. I can think of at least half a dozen items right now.

Here's hoping that you start it and soon.

"C. A."

From the First C. A.

Well, why not? I am not concerned about the high price of food, or the roaring divorce rate, but am most interested in seeing Southern Pines and Pinehurst get back to their pristine outdoor beauty.

Do you remember when Midland Road was regularly shopped and curry-combed? Or the entertaining Flower Week Festivals held in April? Or the pride most property owners seemed to have in attractive lawns and gardens and nicely painted houses?

After all, only things with permanent value are worthwhile and, although good baseball and football are welcome, hard surfaced roads free from dust and concerts like last night's a must, these are all things of intermittent occurrence and fail to give the daily pleasure which well-groomed yards and flower beds can give.

There would appear to be a violent dislike on many people's part toward spending any money in maintaining the landlord's property when renting! A thoroughly unsound attitude and distinctly opposed to the maintenance of Southern Pines' beauty and charm.

Few people walk these days and so cannot see what they should see! But when you consider how many families have gardeners caring for their trees and shrubs and lawns, (and I am not referring to larger estates), it is too bad that so many palaces are left in squalor and disgrace!

So! Let's put a box up on the front of the bank downtown and encourage people to comment on conditions which are in need of remedy. (Where are the Town Benches so recently gone from Broad Street?) and have a monthly prize, (given by the Pilot, no less!) for the most constructive and practical suggestion for each month.

"C. A."

The Editor of The Pilot

My first reaction to your proposed column "Citizens Anonymous" was not favorable, however, after reading the Editor's statement as to the policy you will follow in conducting this column, I have come to the belief that it will be an outstanding public service.

There are many citizens who at times are bewildered. They are good solid citizens; many questions come to their minds, some small and some large. They would like to ask questions or make suggestions but do not like publicity or an argument.

If your proposed column will adhere to certain "rockbound rules"; some of which I mention below, the column will help to keep clear in the minds of the average "John Q. Public" things on which they now have to guess.

a—Allow no personal matters.
b—Confine the column to matters or suggestions regarding general public interest; regardless of color, race or religious creed.
c—Allow no political controversy.

d—The Editor to know personally or through reliable investigation, each person writing to this column, however holding the identity of the writer in strict confidence.

Any worthy question is worthy of an answer or clarification.

An Interested Citizen To W. Anonymous Irwin:— You have evidently gone to sleep at the switch; for the Town of Southern Pines sent out letters of petition to all property owners who have property fronting on the streets to be paved. You should have presented your protest at that time. If, on the

other hand, you were not consulted before the paving was laid, an explanation should be made to you, citing the law under which a levy of this kind can be made.

I am almost certain that when the paving is complete it will be a big improvement, and that the Town authorities will publish a list of the streets paved, also a list of property owners along these streets, with mention of those paying the levy and those not paying it. Frankly, if such list is not published, the citizens of Southern Pines should demand its publication.

Keep your pants on, W. Anonymous; give the authorities time to complete the job and publish the above mentioned list, in the interest of public welfare.

Patient Job.

On the Land

TOBACCO UNION. The Golden Leaf Credit union of Wilson has been established to serve tobacco workers of Wilson and vicinity. The union will work with the state agriculture department.

PECANS PUNY. North Carolina's pecan crop this year is the smallest since 1939. The 1,890,000 pounds to be produced this year is only 33 per cent of the 2,814,000 pounds harvested in 1945. This year's crop is 24 per cent smaller than the 10-year average.

CORN RECORD MADE. Farmers have just completed harvesting the largest corn crop ever produced in North Carolina. Not only was the 56,706,000-bushel corn harvest a record-breaker; the yield of 26 bushels to the acre was larger than 1945 too. This year's crop was 17 per cent larger than the 10-year average.

SCOTT PRESIDENT. W. Kerr Scott, North Carolina commissioner of Agriculture since 1936 was elected president of the National Association of Commissioners, Secretaries and Directors of Agriculture at a recent meeting in Detroit.

FEWER CHICKS. Commercial hatcheries in the state produced 22 per cent fewer baby chicks during October than during the same month last year, but 21 per cent more than the five-year average. The situation is not expected to be a limiting factor in production by the first of the year.

Reading The Pilot

Subscribers on the new and renewed list of the Pilot are:

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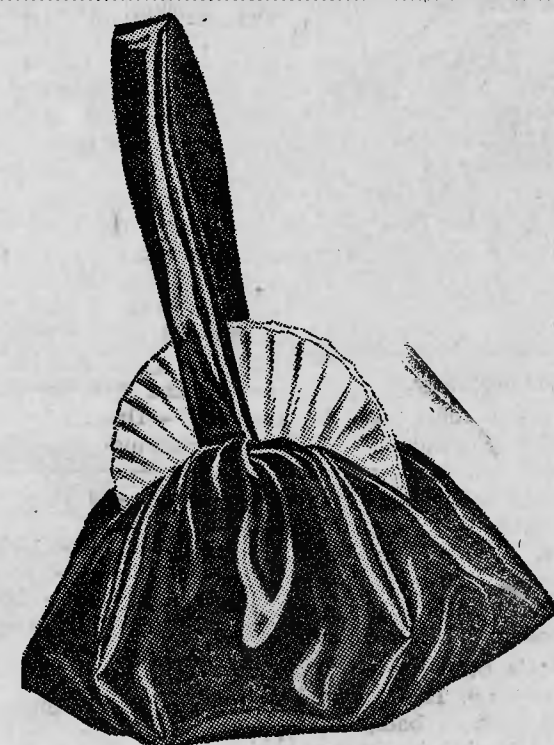
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