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**Looking the Future in the Eye**

Will the young people of today make a better job of things than we did?

It is a rather ghoulish thought, this that inevitably overtakes the adult at a school commencement. Looking at the bright faces and straight young figures stepping forward so gravely to receive their diplomas, even as the heart beats high with pride there is the stabbing thought: how are they going to make out?

None can tell, but there are, we submit, a few things which strongly favor the graduating classes of today over those, say, of their parents.

Because of the circumstances of their lives, because of the very uncertainty of these critical times, today's graduates stand, we believe, on firmer ground. They are more alert, more realistic, more capable people than were their parents.

For one thing, this is a questioning generation. During their years of growth, through the depression and two world wars into an uncertain peace, they have acquired a healthy skepticism. Neither the wisdom of parents nor the resounding utterances of the great hold for them any particular weight. In their childhood they heard a president, two weeks before the worst depression in the history of this country, assure his people that an era of vast prosperity lay just ahead; they saw the country pull itself together during those hard times, only to slide faster and faster toward peril till Jap planes made the decision for us at Pearl Harbor. They saw the UN grow out of a precarious peace won through so-called pinpoint bombing, and the devastation of Hiroshima; they have watched our gallant allies, the defenders of Stalingrad, turn into the Reds of the cold war.

All the lives of those graduating today have been lived with a question mark. It is a severe school in which they have been conditioned, but as a preparation for what is likely to be a severe life, it is not a bad beginning. Like the city children, they have been exposed to a lot of germs and have acquired a healthy skeptical immunity.

They are not going to be bamboozled by big talk, or stampeded by slogans and the waving of flags; no party will to them be sacred and the patriotism that has its roots in nationalistic isolationism is a thing of the past. The blind following of a leader is not in the picture for young America: this is a questioning, questioning generation. Their favorite come-back is: "So what? You're telling me!"

But if their seeming lack of faith, their hard-boiled skepticism and blighting indifference to the opinions of their elders fills us sometimes with dismay, we must restrain a natural criticism. The faith is there, in fact it is probably stronger than our own, toughened in the combat school of their lives to which they have responded with the defiant questioning that troubles us. The faith is there, evident in the alert, confident eagerness they show to get into things and put their young shoulders to the wheel. Thoreau once said: "if a man does not keep step with his companions, it is because he hears a different drummer." Our young people are wide-awake to hear the beat of the future, but, because of their conditioning in adversity, they will not follow blindly any call that sounds. It may well be that through their questioning, through their practical appraisal of things as they are, they may be able to find a way to things as they ought to be.

They have the determination, they have the hope, they are asking the questions and they mean to find the answers. They are looking the future straight in the eye. We wish them god-speed on their quest.

**Safety Program**

It is good news that more patrolmen are to be assigned to U. S. Highway Route 1. This is certainly one very definite way in which the accident problem in our state should be attacked.

Hardly a driver but will agree that one may motor for miles and miles today on our highways without ever seeing a patrolman. Ours is a big state and it is, of course, impossible to have all roads under complete and constant supervision, but that the patrol is at present utterly inadequate is obvious. The length of time it generally takes to get a patrolman to the scene of an accident when summoned is evidence of how widely scattered their men are.

Another phase of the question which involves the highway patrol is the appearance in court a patrolman must make when those he has arrested come up for trial. In most cases patrolmen spend at least one day a week, and often more, on the legal end of their job. That means so much time lost to the more important duty of patrolling the highways. If a way could be found to shorten this time spent away from the actual prevention of accidents on the roads, it would be a real step ahead.

But there is a further side to this matter and one which, we believe, is not receiving enough attention in North Carolina: that is, making the actual roads themselves safer. By that we mean not only straightening bad curves, building up

soft shoulders, doing away with the high crowns, that are the curse of so many of our roads, and redesigning the corners so that they are banked the right way, but eliminating dangerous crossings and intersections and improving the present warning signals.

States where the accident rate has been sharply reduced attribute the fact to better road construction and attention to such safety precautions. We believe our state falls way behind on both counts. There are many roads where traffic is heavy which do not have the white dividing line down the center. Road signs warning of intersections ahead or indicating no passing before a blind corner or sharp hill are conspicuously lacking. Aids to night driving, such as luminous posts and highlighted guard rails, are the exceptions.

As to dangerous intersections, it appears to this paper a positive scandal that such a menace to life as the three-road intersection on Route 1 below Aberdeen could have been designed in this day and age. How our engineers could have passed up this opportunity to put in a circle or cloverleaf type of intersection is beyond us. As it is, this road menace does not even have signs indicating which cars entering it have the right of way. But what was needed here was not signs, helpful as they would be, but a proper type of road intersection.

It is to be hoped that in all improvements being planned for our state highway system, more attention will be paid to the Safety factor. It seems to us that what is desperately needed is not more roads upon which more people may drive faster and be killed quicker, but less danger on the roads we already have. More patrolmen, more stop signs, more lights, better designed intersections: that should be our safety program.

**Second Primary**

We do not feel that the trouble and expense of a second primary should be held against the one who calls it. It is a due process of law, set up in the interests of absolute fairness in determining the vote, and of satisfaction to the voters and candidates that justice has been done.

As this is written, a second primary is certain in Moore, though whether or not there will be one for the state as a whole is still in doubt. This will be cleared up within a few hours, but our sentiments will remain the same no matter who calls the primary, or why, or who is running.

There was a time in North Carolina when a second primary was automatic when the high man failed to poll a majority, unless the second man withdrew. Then the state law was for some reason changed, making the holding of the runoff contingent on the second high man's challenge. The difference is only a technical one, yet the second method throws an onus on the challenger which the first one did not. This should, in absolute fairness, be disregarded.

No one cares much for second primaries. After the heat and light of a first primary are over, the revival has a warmed-up effect. Feelings are less keen, and loyalties disappear to the extent that many voters do not even go to the polls.

Yet as long as a candidate and his supporters feel he has a good chance at the position he wants, toward which so much effort has already been expended; and as long as the law provides him this second opportunity, he should take it as his right if he desires to do so.

And it is up to each voter to give the candidates in the second primary the same consideration he did in the first, and to go to the polls and vote his conviction as our democracy provides.

**Liberty Bell**

When the original Liberty Bell was cast in England some 200 years ago, a long and dramatic adventure began, climaxed in 1776, when the Liberty Bell sounded America's freedom.

Today, the Savings Bonds division of the Treasury department is conducting a national stimulation bond drive to increase public participation in the bond program, and awareness of the opportunity Savings Bonds afford for a better future.

When Secretary of the Treasury John W. Snyder announced that the Independence Bond Drive would be symbolized by the Liberty Bell, six of America's copper producers volunteered to have 52 exact replicas of the Liberty Bell made, to highlight the drive May 15 through July 4.

Next Tuesday one of these replicas will arrive in Southern Pines to spotlight sales activities and rallies. This Liberty Bell will be given to North Carolina at the conclusion of the drive July 4. The Bell that we will hear and see during its appearance here is exactly like the original, even to its tone.

Bellmasters throughout the country have examined the duplicates and assert that because of this exact similarity of structure to the original bell, the sound is the same that was heard in Philadelphia in 1776.

All citizens are urged to see the bell, and hear the message "Save for your Independence."

**North Carolina Primary**

That North Carolina has stood by its progressivism and the position of primacy it has won in the educational renaissance that has been so marked in the South in recent years is the significant outcome of the North Carolina primary. A defeat of Senator Graham would—because of the ghosts that stalked his campaign—have given encouragement to the forces of reaction in the South that would like to turn toward splinter party movements rather than support a Democratic party in the region that is willing to align itself with social forces facing race relations squarely rather than obliquely.

—N. Y. TIMES

**Newspapers Are Milestones In Southern Pines' Early History.**

(The second of a series of articles which will appear weekly in The Pilot.)

By Charles Macauley  
**THE YANKEE SETTLER**  
1892—1898

The YANKEE SETTLER, the fourth newspaper of Southern Pines, was issued by the Yankee Settler Publishing Company, which to all intents and purposes was Dr. L. T. Smith. Dr. Smith headed the Southern Pines Real Estate Agency, the Southern Pines Supply Company, which sold groceries, dry goods and furniture in that home of many enterprises, the present "Thrift Building" on Pennsylvania Avenue; also proprietor of the Southern Pines Hotel, 1893-1896, and Mayor of Southern Pines 1895-1896.

Dr. Smith came from Greensburg, Pa., and lived in the house then located on the site of the present Pilot office building.

The Settler was 15 by 11 inches, wide margins, 8 pages of four columns with the caption, "Think and Act." From number 1 of Volume 1, January 1894, until May 1897, it was a monthly at 50c per year. With the issue of the 25th it was changed to a weekly under the new numbering of Vol. 1, number 1, at \$1.00 per year. Prior issues were numbered as volumes 1 and 2.

Number 1 of January 1894 carried a long article "Winter Sports, February 1 to 8." I have included with this file a copy of Leslie's Weekly, March 14, 1895,

illustrating the events. Although there was a small press in Southern Pines at that time the confusion of numbering makes it quite evident that the paper was printed elsewhere and partly made up of the usual "boiler plate" material. This file contains 18 issues from December 1895 to May 11, 1898.

**SAND**  
1895—  
Frank P. Woodward reappears on the local scene as the editor of SAND in 1895. This 8 page paper, 15 by 11 inches, 4 columns to the page, "A Southern Monthly for Northern Readers," was published simultaneously at Dunmore, Pa., and at Pinebluff where C. H. Hall of Mr. Patrick's office was in charge.

As with other papers it was largely made up of "boiler plate" though its local columns for Sandhill towns were newsy and the Southern Pines column fuller than the others.

This file includes numbers 4, 5 and 6 of volume 1, beginning with the May and June combined issue. This has a woodcut of Southern Pines in 1886, number 6 has a view of loading a train with rosin at Manly.

Mr. Woodward continued this paper for many years but I am not familiar with later issues.

**1895—**  
The S. A. L. MAGUNDI, "a publication devoted to the Seaboard Air Line Railway, and the Agricultural and Industrial Interests of the South," was a monthly, 22 by 16 inches, 5 columns, 4 pages, illustrated with (Continued on Page 3)

**Grains of Sand**

Greeting his hearers at the baccalaureate service Sunday night, the speaker, Rev. Lee F. Tuttle of Charlotte, said it was his second visit to Southern Pines. "But the other time I was here I didn't speak, so they invited me to come back." . . . Apropos of being a second-time visitor, he told the story of George Bernard Shaw's inviting Winston Churchill to the opening of his new play, at a time when Winnie's popularity was at a low ebb . . . Shaw wrote, "Dear Winston, I hope you can come to the first night of my play . . . An enclosing two tickets, one for yourself, the other for a friend—if you have a friend." . . . Back came Winnie's reply: "Dear Bernard, Thanks for your invitation. Yes, I have a friend and we will be happy to come to your play. We cannot, however, attend on the opening night, and should like to come the second night—if there is a second night."

A freight train stopped here at 1:15 p.m. Saturday . . . Arid as it paused for a few minutes four or five little boys, too impatient to wait for it to move on, crawled under it to get from one side to the other of Broad street at one of the downtown crossings . . . They were beckoning to others to "come on over" the same way when an observant passerby noted what was happening, and made them stop.

The little fellows were only five or six years old . . . Too young, maybe, to know the danger they were inviting . . . Parents, please caution your youngsters about this! It could result in terrible tragedy.

Many of Southern Pines' youngsters are far more safety-minded than they were, since the start of the splendid safety campaigns which are being held here each month . . . They were really put through their safety paces at the schools during April, and have also benefited by the other campaigns held before and since . . . After working in their own April campaign, the school kids helped with the Red Cross campaign in May by writing safety verses for "ARC-kie."

We grew very fond of ARC-kie, the little owl, as he appeared in The Pilot with his wise and witty sayings in behalf of the American Red Cross (and there, of course, is where he got his name—ARC) . . . Miss Billie Williams, safety chairman at the school, inspired the kids to get poetic about safety . . . Some of the verses were by adult friends, but most were by the kids.

There were a few left over and you'll be seeing them in this column . . . Wish we had the authors' names to append to them.

Members of the Sandhills Kiwanis club gave a warm welcome recently to Frederick Stanley Smith, former music director of the local schools, now organist at Christ church, Raleigh, who returned to act as judge at the annual choral contest for the Picquet cup.

The variety of numbers and sincere work of the young people made the program a highlight of

the Kiwanis year. In rendering his judgments, Mr. Smith offered no criticism of the musicianship of the groups, as he said this would be hard to do in view of the differences in their sizes, makeup and offerings.

He did, however, criticize specific points in the diction and pronunciation of all three—"E-juh" for "Egypt," "wa-kuns" for "wak-ens," "Glorious" for "glo-rious," and so forth.

**The Public Speaking**

**THE BRANNAN PLAN**

To The Pilot: Apropos the editorial in The Pilot of 2 June—"Deane and the Brannan Plan."

I have read and studied the "Brannan Plan"—it is complicated but believe that it is worth a trial. It cannot be any worse than the present law.

From what I understand—"The Brannan Plan" if in effect would mean that the housewife and everybody would be able to reduce the cost of foods they purchase, by some 50 to 60 per cent. The plan would cost the taxpayer no more than the plan in use at the present time.

Under the present price support plan, the grower of foodstuffs knows before he plants an acre just what return he will get. He knows this because the government tells him, "we will see that the price stays up." To do this, our government sends into the open market buyers well supplied with taxpayers' money and they bid against the taxpayer—using the taxpayers' money to run the price up. The government buys millions and millions of dollars worth of produce, then sends it to some cave where it spoils, or dumps it into some swamp to rot. With people starving in this world—this food stays in the cave.

Under the "Brannan Plan," as I see it, foodstuffs come to the market under the natural law of supply and demand—when supply is up and demand down, prices come down. The house wife buys at a natural price—when the reverse happens prices go up—but it is under a natural law, and not one enacted by a government.

To give the farmer protection as to price, our government subsidizes him; pays him, in addition to what his produce brings in the open market, money extra for producing. What extra the government pays is worked out by a formula that is complicated, but workable.

We subsidize railroads, steamship lines, air lines and many other businesses—so why not the farmer?

By either plan, the taxpayer is going to have to pay—one plan will not cost more than the other—but the housewife will be able to make her dollar go farther.

Politicians will not tell us the truth about the Brannan Plan—so guess it is up to "The Fourth Estate" to bring out the truth. CALVIN H. BURKHEAD.

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