

THE PILOT

Southern Pines North Carolina

"In taking over The Pilot no changes are contemplated. We will try to keep this a good paper. We will try to make a little money for all concerned. Wherever there seems to be an occasion to use our influence for the public good we will try to do it. And we will treat everybody alike."—James Boyd, May 23, 1941.

Keep Stevenson in the UN

A great many Americans must have been startled and appalled as they read in their daily newspapers the statement that Adlai Stevenson might decide to run for senator in Illinois.

The thought that the nation and the world might lose the services of this man as representative of this nation, from his present vitally important position is deeply disturbing.

Stevenson is doing a job for which he is ideally suited. His subtle, clever mind, his skill in debate, coupled with his dedication to the cause for which he works is obvious; furthermore, he has the human touch, quick understanding of the problems of others, a completely democratic approach, but, at the same time, the keen perception of what may lie behind the personalities and problems with which he is dealing. Beyond that, as U.S. Ambassador to the UN, he is utterly dedicated to the aims and hopes implicit in the position he holds and all that it entails.

But there has never been much doubt of Stevenson's convictions and remarkable qualifications for this post. To hear

him in debate, to hear how the atmosphere of any session rises as he starts to speak; to hear how subtly, how cleverly, how tirelessly his brilliant mind functions—put another way: to note how the debate flags and the U.S. cause falters when he is not present—this is to be utterly convinced that Adlai Stevenson as head of the U.S. delegation to the U.N. is irreplaceable.

President Kennedy has a grave responsibility to keep this man where he is and it is a responsibility not only to the United States but to the United Nations itself. The President should take steps immediately to quell any Administration disagreements or jealousies or any state political moves which may lie back of this current news story. He should make unmistakable clear his firm determination to keep Ambassador Stevenson right where he is.

As this page was going to press Tuesday, Stevenson announced that he would remain with the UN. Obviously, we are pleased with his decision.

Strong Case Made for Saving Trees

With the cooperation of Mayor John S. Ruggles, this newspaper last week carried a front page box relating the fact that, following a tragic accident on Midland Road, in which two young men were killed and a third seriously injured, several people had suggested to the mayor that it might be well that the trees planted in the center dividing section of the road should be eliminated. The mayor said that he would be interested to know how others felt about it. And The Pilot said it would welcome letters on the subject.

Letters in favor of keeping the trees appear on this page. The mayor says that he personally does not favor cutting the trees and that the majority of those persons who told him their opinions agree with him. The mayor quoted some of their reasons as:

"That it would just make the road into a speedway."

"That it would destroy beauty which

is unique among roads of the state and is greatly admired."

"The destruction of the trees would do no good: any car going at such high speed as to run into the trees would simply continue across the narrow strip, striking trees on the further side of the other lane, with the grave possibility of crashing head-on into an approaching car."

"To eliminate the trees would not lessen the danger to the wild driver and would increase it greatly for others."

Another voice favoring retention of the trees adds: "The belt of trees makes night driving much pleasanter and safer as it helps to dim the glare of approaching cars."

The Pilot adds its disapproval of the tree-cutting suggestion and feels that, with the letters and the opinions expressed to the mayor, defenders of the trees have made a successful case. We feel sure that most residents of the area agree.

Itinerant Crooks: Get Big-Shots, Too

Moore County law enforcement officers showed commendable alertness and persistence in tracking down and arresting a member of a magazine subscription sales crew who had persuaded an old man in upper Moore County to sign a check for \$184.50 for many years of magazine subscriptions, some of them extending more than 15 years into the future. The man is now over 80 years of age.

Fortunately, one of the crew members was apprehended before she had been able to cash the check. Arrested and jailed, she was released on a \$500 cash bond posted by a prosperous-looking man who said that he was a district manager for the subscription company whose home office was listed as in another state. The following week, when the case was called in court, nobody appeared and the bond was forfeited—a welcome financial windfall for the county.

No matter how happily the case turned out for the intended victim, or for the county, we do not think the matter should be dropped there. If the crew attempted to cheat somebody in Moore County (they said the subscriptions were for the benefit of veterans' hospitals), wouldn't they attempt to cheat elsewhere, in this or other

states? If they are operating from another state, isn't the situation subject to investigation by the FBI? Most important, shouldn't some effort be made to get at the leaders of such an enterprise—to be prosecuted if guilty of encouraging fraud by their underlings or to be informed, if they don't know that their employees are trying to cheat people? Here, as so often in the shadowy world of crime, the big manipulators, who no doubt also take most of the "profits," may be managing to go free while little people take the rap.

Everyone has a stake in this process of tracking down and putting out of circulation itinerant crooks who prey on gullible or stupid persons, usually those least able to afford the loss, not only in the field of magazine subscriptions but in home repairs, termite-treating, contributions to non-existing charities and so forth. Suspicious persons of this sort should be reported immediately to police. And law enforcement organizations, everywhere, should make an effort not only to rid their own communities of such crooks but to cooperate, state-wide and nation-wide, in tracking down any big-shots who may be directing their operations.

Fight the Good Fight, Chapel Hill!

Taking special pride in their town's trees and shrubbery, as well as in all sites of natural beauty in the area, Southern Pines people feel much sympathy for residents of Chapel Hill as they face the possibility that a line of high tension electric transmission towers may be run through one of that community's most sheltered and beautiful sections.

In a letter to the Raleigh News and Observer, Phillips Russell of Chapel Hill—journalist, historian, author and consistent fighter for individual rights—points out that every town in the State has a stake in the Chapel Hill controversy. "The power company," he writes, "by matching eminent domain (its legal right to take over the land it needs for the power line) against due process of law, threatens the good looks of every town, city and community. . . ." The 14th amendment, Mr. Russell notes, demands that no such property be taken without due process of law. He writes vividly that the power company proposes to come in "by hobnail boots. . . to throw an ugly line of transmission towers across one of the most beautiful sections of the community."

Southern Pines is not so remote from Chapel Hill, either geographically or in

the realm of common community interests, that its residents would not be justified in actively expressing their outrage at the proposal and their sympathy with those who are leading the fight against it.

Preservation of the beautiful and traditional—a concern of Mr. Russell's for many years, in addition to his other interests—has no geographical barriers. Just as on the national scale, people from all parts of the nation take part in legislative battles to create national parks, wilderness areas and nation-wide protection for certain types of wildlife, so here in the state, it seems to us, the voices of residents of the state outside Chapel Hill may justifiably be raised in the Chapel Hill controversy. And they may well prove effective in influencing the outcome.

COMPREHENSION

There exists a passion for comprehension, just as there exists a passion for music. That passion is rather common in children, but gets lost in most people later on. Without this passion there would be neither mathematics nor natural science.

—ALBERT EINSTEIN

'The Farm Problem



The Public Speaking

Citizens Oppose Suggestion to Cut Trees on Midland Road As Safety Measure

Police Supervision On Midland Rd. Best

To the Editor: Many of us have been deeply upset about the suggestion that the trees on Midland Road be cut down, to help prevent accidents caused by speeding car drivers.

Such a proposition puts the blame where it does not belong. That road is one of the very beautiful spots in this area. It is a pleasure to drive there, to enjoy the beauty of the trees all thru the year, the relief from glare and the feeling of protection and the oneness of Nature. . .

The trees are not to blame. In fact, they protect. The fault is with the reckless driving, the dangerous speeding. That is where the pressure should be. If there were no trees, speeding cars could easily swerve across the parkway, under the trees, and possibly crash into other cars, causing injury or death there, too. We need the trees as a safeguard. . .

I think that continuous, rigid supervision of that area, beginning a half mile on Broad St., is at present the only feasible way of control. That would throw a great responsibility and added burden on the police force. But— isn't it worth it? I speak for many!

GRACE E. THWING

(Editor's Note: Using the town's "speed watch," local police made 10 arrests for speeding on Midland Road in one evening, a day or two after last week's fatal accident.)

Tragic Accident is Lesson—But Save Trees!

To the Editor: Commenting on the suggestions made by interested citizens on the advisability of cutting down the pine trees in the center section of Midland Road, I would greatly appreciate it if you would allow me the medium of your newspaper to express my opinion on this matter.

Is the cutting of trees really a safe measure? I think: no. For several reasons, but I limit myself particularly to one.

Usually people who smash their cars against trees are paying for some kind of grave infraction of the law they themselves are committing.

In the case of the two boys killed a few days ago, these were: (1) travelling at 65 in a place where the allowed speed was 35; (2) at a time, 9 p. m., when even the allowed speed should be reduced sensibly; and (3) in a place, a curve, where even without using the two safety rules mentioned, one should have common sense to remember something about centrifugal force.

I would say we are fortunate

to have those trees dividing the two lanes. Otherwise what would stop wild drivers, when they are crossing this dividing area at full speed, as a result of losing control of their cars? Nothing, except probably an oncoming car in the opposite lane. So instead of two people killed, we might have had other people killed in the other lane.

It is highly improbable that a person who cannot control his car at high speed on the road would be able to take mastery of it on the narrow strip of grass between the two lanes. Most probably he will end in the opposite lane. If, at the moment, no other car is approaching he will possibly come out of the adventure not too badly. But only if. When in such doubt, it is much better for the trip to end against a tree than against another car.

But now, what happens? People suggest: Down should come the trees! Seed grass on the dividing line! May I suggest: to lay down a carpet, also, across the grass? It would be more inviting to the speeders. I may say: why build nice highways for speeding?

Your editorial last week rightly said: "The sort of driving that kills people must be viewed as a positive evil."

What must be counted first of all is the driver's attitude. Mechanical limitations and other measures of control are certainly commendable and should be enforced, but first of all the driver himself should be educated.

If cutting down trees between lanes is a safety measure, it might be asked why so many modern highways are using the center strip for plantings. This is done with a purpose of relaxing the driver, easing the monotony of

PERFECT BEAUTY

The vision of perfect beauty is the particular contribution of Greece to the Christian tradition. Without it we are nothing. The vision implies that men should live abundantly and nobly in cities that are worthy of them, and with a sense of awe before the ghostly beauty of the earth. In the Iliad the anger of Achilles is "terrible as the morning star"; that was how the Greek imagination worked. They saw in the morning star a terrible divinity, who was very beautiful.

They saw holiness wherever they walked. They saw it in little things. It was in the girl singing in the cornfield and in the young woman going down to the well and in the child riding for the first time on his father's shoulders; and there was the same holiness in the shape of the Parthenon, for that too was beautiful.

—Robert Payne in "The Splendor of Greece."

Cutting Trees Would Increase Road Danger

To the Editor: I should like to very strongly oppose the removal of the trees in the center section that divides the two lanes on Midland Road.

The removal of those trees from the center strip would not lessen accidents but would create the most deadly highway hazard we have today; namely, the head-on collision. It is bad enough to have these young men maim and kill themselves because of excessive speed, but at least they smash themselves up against trees and not other cars across the medial strip.

Present day double or dual highway design calls for (1) wider and wider separation of opposing traffic to prevent cars out of control crossing over to the opposite lane; (2) opposite lanes on different levels where topography permits; (3) the planting of the separating strip to create a barrier to crossovers; (4) the ditching of the center strip to stop cars from reaching the other lane. Where these safety measures are not feasible the practice is to build a curb, guard rail, or a low concrete wall between lanes.

All of this is done to lessen the hazard of cross-over head-on collisions.

Removal of the tree barrier between lanes on Midland Road would increase that hazard, particularly since the center strip is so narrow in most cases.

ARTHUR B. COZZENS
405 Crestview Road

Don't Cut Trees; Raise Money For Drag Strip

To the Editor: As an alternate to the proposal to cut the trees in the center of Midland Road, as a traffic safety measure, let's "make straight the way" and raise money for a drag strip to enable youngsters to get "from there to here" in 60 seconds flat—or even . . . from nowhere to somewhere!

D. A. DREXEL
Southern Pines

Grains of Sand

Oh Christmas Tree!
Our Mary Logan's five-year-old nephew Gary over in Germany with his parents, came home from school recently in some excitement.

"We're going to sing German Christmas carols!" he told his mother.

"How nice," said she. "Can you sing me one?"

"Sure," said Gary. "The best one goes like this:

O 'tomic bomb!
O 'tomic bomb!"

Where's Rounds?

The state press is slipping. That story, now, about Glen Rounds receiving the American University Women's prize, last week, for the best juvenile book of the year. The Greensboro Daily News and the News and Observer both had him from Pinebluff and everybody knows he and Margaret and Bill have been living down on the corner of Pennsylvania and Ridge for at least four years. We hate to say it of our colleagues, but four years behind the news is going some.

The Charlotte Observer didn't even let him live in North Carolina. Had him from Englewood Cliffs, New Jersey, Phooey, Observer! "Englewood Cliffs, New Jersey!" Who ever heard of Englewood Cliffs? Or New Jersey?

And what was that book that won the prize? "BEAVER BUSINESS." They should have had that beaver kit there to write up the occasion. At least he would have known that his pal Rounds lives in Southern Pines. And always will, we hope, HOPE.

Not Worth Hearing

From Norwich, England, comes a sad tale about a certain Frederick Wilkinson, 67-year-old milkman, who is rather deaf.

It never bothered him much, apparently.

"After all, these days, what is there to listen to?" Frederick would ask his friends, not expecting to hear their answer.

Recently, however, the police summoned him to court on a charge of reckless driving. This worried Frederick. He had been hauled up for careless driving nine months ago and, as he explained later:

"I'm so deaf I couldn't hear the evidence and the first thing I knew they fined me 5 pounds (\$14)."

Frederick decided not to get caught that way again. So he armed himself with a hearing aid which cost him 64 guineas (\$188.16) and showed up in court, recently, prepared to do battle.

Whereupon, the judge dismissed the case because the summons was not served within fourteen days of the alleged incident, as required by law.

"And," said Frederick sadly, "the only way I can get my money's worth out of the hearing aid now is by going around listening to people."

Two Firsts

Moore County feels a sort of half interest in two honors bestowed on two Moore County historians at the recent Culture Week Whoopla (1) The man elected president of the Society of Local and County Historians is Blackwell Robinson, author of Volume 1, "The First Hundred Years of Moore County," and (2) the man who won the Peace Prize, this year, for county histories is Manly Wade Wellman, now engaged in writing Volume 2, the next hundred years of Moore County's history.

Manly won his award for his "History of Warren County." This was the book upon which the local committee largely based their choice of Manly to do the second hundred years of Moore County. Largely. And small-y because Manly still calls Moore County "home."

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