

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.

The Governor's Call

If North Carolina were hit by a major epidemic, a heavy hurricane and a strafing by enemy planes from the coast to the mountains, we would suffer no more than we suffered from traffic accidents in 1961.

The casualty list on North Carolina roads in 1961 was: 1,256 persons killed, more than 34,028 persons injured and more than \$205 million in economic loss.

This terrible toll came despite the excellent efforts of an outstanding Department of Motor Vehicles and its law enforcing agency, the State Highway Patrol. It came despite the safety features being built into our highways by the State Highway Department engineers. It came despite all the traffic safety work done by private and public organizations.

That traffic safety work, of course, was not in vain, for it is hard to estimate what our losses would have been without these efforts, but obviously we must do something more.

As one of the first steps of this Administration, I called on leaders of industry, business and the public agencies concerned with traffic safety to prepare a program of public education, through the Traffic Safety Council, in all-out effort to reduce accidents and the resulting suffering. The objective of the Traffic Safety Council is to reduce deaths through a crash program to stop the crashes.

Cooperation by the people of North Carolina will determine the success of this program and I solicit that cooperation at this time.

—TERRY SANFORD
Governor of North Carolina

'We Must Do Something More ...'

In answer to "The Governor's Call," appearing above, the Institute of Government at the University of North Carolina has published, as a special issue of its magazine, "Popular Government," an impressive outline of the state's traffic problem and of some of the things that can be done to meet it.

This summary of the state's shocking accident record, with its inspiring challenge to every motorist's personal responsibility in stemming the fatal tide, is being sent not only to newspapers and radio and television stations but to county and municipal officials, to students 16 years old and older in the 800 or more high schools of the state and to members of civic and professional organizations.

Along with it is going a letter asking each group to outline for the Institute of Government what it is doing or expects to do about safety on the streets and highways in its own community. Such safety information will be correlated and reissued by the Institute of Government so that every community may profit by the experience of every other community in working out its program for cutting down killings, injuries and accidents.

The Institute of Government study gets down to fundamentals in a way that we do not recall having seen the traffic problem approached previously.

The traffic peril, the study points out, threatens and often violates two rights due every man, woman and child in North Carolina: the right to freedom from fear of bodily harm and the right to freedom from aggression on his property—both rights that have come down to us through centuries of common law. And, in proposed action, the study also

gets down to fundamentals. It sees the traffic threat as a crisis of character: "We must take its measure or it will take ours."

The threat is seen also as a test of democracy, a form of government that assures personal freedom, but demands also, to keep that freedom, personal responsibility.

And, finally, the traffic threat is uniquely and tellingly interpreted as a challenge to religion. Recalling Cain's age-old question, "Am I my brother's keeper?" the study says, "... There is no dodging the responsibility coming with the fact that on the streets and highways of North Carolina, every driver at the wheel is in every other driver's keeping..."

To further point up the traffic threat as a challenge to religion, the study notes:

"The kingdom of safety, like the kingdom of God, is not in traffic laws alone, nor in traffic enforcing officers alone, nor in driver licensing nor in driver training alone, nor in accident records and reports alone... It is in You. And the keys to the kingdom are in the hands of every driver at the wheel..."

Many Pilot readers will no doubt come in contact with the special issue of "Popular Government." We urge that all our readers attempt to see a copy.

Sharing Governor Sanford's belief that the traffic safety problem is one of North Carolina's priority concerns, The Pilot will from time to time bring to readers more information from the Institute of Government's detailed and inspiring study. And we pledge our continued efforts in this great cause.

Good News for the Business Section

It is good news that local merchants are organizing for the upbuilding of the business section and that the Jaycees, who are concerned about deterioration in the downtown area, are pledging their cooperation in efforts to improve the situation.

Both developments are reported in news stories elsewhere in today's Pilot. After preliminary organization under a temporary chairman and a steering committee last year, the Merchants Council will be formally set up at a meeting February 19. The Jaycees, who as young men in business here are especially concerned about the future of Southern Pines, met Tuesday night of this week with town council members to ask questions about plans for the future development of Southern Pines, state their views on the urgency of action and offer their cooperation.

It is obvious that the Southern Pines business section is at a point of crisis. There are a number of vacant store or office facilities, the town's only department store has closed and the pace of business generally does not seem to be keeping up with the growth of the town, new home construction and other evidence of expansion and prosperity.

Alert merchants are aware that too much trade is going out of town and that something must be done to keep more of it at home, if only, as a start, to give better service to customers, keep shops cleaner and make them otherwise more attractive and try to build up stocks so that local shoppers can get more of what they want here.

There are observers of the Southern Pines business section who say that this is the merchants' last chance to revitalize the downtown area. While we do not

think that a proposed shopping center between Southern Pines and Aberdeen will necessarily be a knockout blow to in-town business, it is clear that such an installation poses still another challenge to town merchants.

Unless merchants show more inclination to cooperate for the development of the business community than they have during past ill-fated attempts to set up and keep going a vigorous Chamber of Commerce, Southern Pines has reason to be gloomy. The reception accorded the new Merchants Council will be a test of whether local business people have finally learned that they must work together for the common good if this community is to attain its potential in shopping appeal.

Having the energetic and interested Jaycees—a younger generation coming along in business—behind the new effort should do much to promote its success.

There is another side to the coin—and it's just as important. If Southern Pines merchants make this community a better and pleasanter place to shop, residents of Southern Pines should reward such an effort by trading here. No merchant will enlarge his stock or redecorate his store or train his employees carefully, unless customers appear and buy. The merchants do not propose to make improvements to please each other but to please customers.

It is the buying public, the residents of Southern Pines, who in the end will make or break the program of the Merchants Council and the Jaycees.

Here, then, is a chance for everybody—merchants and customers—to rescue and revitalize day-to-day business in Southern Pines.

"Hi-Ho, Pro-Blue-Awayyy!"



U. S. HAS REJECTED SPLINTER GROUPS

2-Party System Good for Nation

The "North Carolina Democrat," official newspaper of the Democratic party in this state, has been running a series of articles by prominent party members, dealing with the significance of the party, why they are Democrats and such topics. One of the Democrats quoted is Walter Davenport of Pinebluff, a former editor of Colliers magazine and co-author of "Ladies, Gentlemen and Editors," published several months ago. Mr. Davenport goes to bat for the two-party system in the United States:

BY WALTER DAVENPORT

To clear the immediate foreground of political debris let's write off that tribal hula-hoop called the multi-party system of government. At best it is a fox-hole complex further befuddling the voter who is never quite sure what's going on anyway. Ask France. As for providing the indignant voter with the identity of the legislator responsible for his woes it is as futile as a prayer for rain in the Sahara or a search for truth in Pravda. Let us gratefully forget it. Here anyway.

We are left then with two strong party contenders for world government domination—the two-party routine, the true republican form of democracy deriving all its powers directly or indirectly from the people, versus dictatorship by a single tough politician who has been nourished on gun-fire. In the not-too-dimly foreseeable future this beatup world of ours may be called upon, perhaps peremptorily, to decide which system is going to prevail for what's left of us, a prospect as cheerless as a rainy Monday morning.

But let's stop wondering before we're as bemused as the citizen rummaging through the multi-party maze for the reason he is not getting his money's worth. It is true of course that in a few of the United States of America a dictatorless one-party system obtains as a social rather than an actual political way of life but I have not been able to rationalize the belief that those states would be purer or richer or even more democratic were they to add a really challenging second party to their political snake dances nor whether the two-party device would promote the general welfare. After all an Alabamian, for example, would be an Alabamian regardless of party registration.

Political philosophers have written permanent cures for insomnia with analyses of why the United States has rejected the splinter party—the multi-party system. Here, there is neither the space, demand or inclination to review them. Third, fourth and fifth parties have burgeoned but never bloomed. They have been born of discontent, personal ambition, special privilege and a desire to make holy if not free.

Some died aborning, others in infancy and all, insofar as our na-

tional elections are concerned, vanished because the path they urged us to walk was too straight and too narrow. As a lot, they were as alluring as cold hamburger. Only one had a magnetic Grand Marshal—the Bull Moose Party.

We recall the names of a few that emerged from gloom and vanished in fog: The Locofocs of 1835, the Free-soilers of 1844, the Know Nothings of the mid-fifties, the Greenbackers of 1876, the Populists who raised hell and corn too from 1890 to 1908, the Farmers Alliance, the hapless Socialists and, oh yes, the perennial Prohibitionists. There were many more.

None had roots deeper than a creeper's. None had what Hamilton gave to what was to be, fifty years later, the Republican Party. None had the humanitarianism of Jefferson nor the warm cunning of Jackson. All of them were Johnny-One Note Bands and almost all of them were presently and sometimes quickly absorbed into the universality of today's major American parties—two. The catch-all Democratic Party did better than ninety-nine percent of the absorbing, leaving to the opposition the futile job of Gold-watering faded flowers and stumbling through old marble halls looking for the door to the twentieth century.

Must Wildlife Be Sacrificed?

From "Wildlife in North Carolina" Official Publication of the N. C. Wildlife Resources Commission

Waterfowl hunters and conservationists statewide and nationwide have been up in a roar ever since last fall when the U. S. Air Force first proposed leasing fifty square miles of land in Hyde County for a practice bombing range. Everyone agrees that fighter pilots need practice to become effective in combat. But tempers and blood pressure rose when it was learned that the practice range would be within four miles

of Lake Mattamuskeet National Waterfowl Refuge.

The reason? It costs \$2,000,000 yearly to send jet fighters to Nevada for bombing practice. That looks like a lot of money on the face of it, but it is about the cost of one expendable and easily replaceable jet fighter. It is about forty-four ten-thousandths of one per cent (.0044) of our defense budget! By comparison, that is an infinitesimal cost.

Our defense program is set up to defend our country, its people and its natural resources. But somewhere along the line there must come a point of diminishing returns—a point where we must cease to destroy natural resources in the name of defending them.

There is no question in the minds of conservationists that establishing a bombing range at the back door of Mattamuskeet, regardless of how small the "dummy" bombs are, will disturb or disperse a vital segment of the wintering migratory waterfowl population of the Atlantic flyway. The "boom" of a sonic shock wave is almost as loud as the detonation of a World War II blockbuster. The problem resolves to a choice between spending a couple of millions of dollars and jeopardizing a population of waterfowl that, once exterminated, is gone forever.

We do not pretend to have more than a newspaper reader's knowledge of military tactics and strategy, but it seems strange that fifty square miles more land is needed for a bombing range in a section of North Carolina where there are already eight Navy bombing ranges and three operated by the Marine Corps.

It would seem that a technology capable of tripling the speed of sound, putting a man in orbit, and sending a missile around the sun, would be able to find a place where practice bombing would not need to jeopardize a major segment of the wild goose population of eastern North America.

Grains of Sand

Coincidence

It isn't altogether expert timing on the part of the Sandhills Music Association that brings the North Carolina Little Symphony here February 15, just as Music Week is coming to a close. In fact, as Governor Sanford only recently announced the creation of this new Week, you'd have to admit it is just a lucky coincidence that brings the state orchestra here at such an appropriate time.

Be that as it may, it's coming, and Dr. and Mrs. Benjamin Swalin are coming along with it to visit, for the umpteenth time, Southern Pines and the Sandhills which they have come to know so well and where they have made so many warm friends. Welcome back, Ben and Maxine, and the Little Symphony players!

As always the orchestra will play for the school children of the county as well as the evening concert for the adults. Music for the young folks is a most important part of the state orchestra's program.

Hi, Grosbeaks!

Page Miss Wintyen. Doubtless inspired by her words, as published a few issues ago in this paper, saying that she was making a record of the yellow-and-black birds' visits hereabouts, the little masked bandits have arrived.

First word came from Louise and John Faulkner who called in Tuesday to announce there were eight evening grosbeaks drinking lustily from their birdbath. More grosbeak news, anyone?

Hen, Egg Or Grower?

A lively discussion among Moore County's Commissioners Monday, ably led by Farm Agent Allen, on the subject of restricting the supply of broilers—quotas for each grower, for instance—came to a grinding stop on the question: How?

Said Mr. Allen: "Everybody knows you've got to cut down on the supply or the business will go to pot. Yet every grower is just rarin' to go!"

"Trouble is," commented Commissioner and chicken expert John Currie, "Everybody is expecting everybody else to do the restricting."

To which GRAINS meekly offers the suggestion: What about the Hen? Couldn't she be persuaded?

Signs of the Times

A number of families in Moore County value a television set higher than they do running water, a flush toilet or bathtub or shower. And this comes straight from the horse's mouth: the Bureau of the Census.

The Bureau's 1960 census in Moore County listed a total of 11,259 housing units (9,866 of them occupied).

No less than 7,226 of these had TV but; 7,002 had running water (hot and cold), 6,992 had a flush toilet and 6,842 had a bathtub or shower.

Suggestion

A number of persons have spoken to The Pilot about ice on sidewalks in the business section being a hazard to pedestrians, particularly older residents. (This was after the snow of a few weeks ago.)

Most of the ice, it was pointed out, was formed by snow that had melted during the day and then frozen at night. With no sun and sub-freezing weather all the next day, it remained dangerous.

Point is, if store owners had shoveled their sidewalks when the snow first fell, there wouldn't have been any slush to freeze into ice. Another suggestion made was that store owners adjoining vacant property split up the task of clearing off the intervening sidewalk.

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