

Devoted to the Upbuilding of Vass and Its Surrounding Country

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PRICE FIVE CENTS

OPPOSES EXPENSIVE BUILDING

To find out the attitude of the commissioners on the subject of a new court house The Pilot asked Mr. Mc-Lauchlin, of the board, what the commissioners had in mind regarding a new building. He said that they had gone over every phase of it rather fully, and were not decided as to what should be done. He doubted the wisdom of trying to repair the old building unless it can be done for less money than he thinks likely, and he is not favorable to a costly building that would run up to \$150,000. But he hopes that by using judgment in the adoption of a plan a good building, thoroughly fitted for the purpose, can be put up for not less than \$75,000 and possibly more, but not to exceed \$100,000. He favors a new location if a new building is put up, and says that three or four sites have been under discussion. But nothing will be done until the next meeting of the board, and he does not care to predict what will be done then, as he says the matter is still one of doubt. He thinks the court will insist that some steps must be taken to make the present building safe or provide a new one, and is glad to hear the opinion of the people, and will try to decide to the best of his ability when the time comes to cast a vote on the subject. Personally he does not incline to a building built for show, but to one that is strictly practical and economical. But Mr. Mc-Lauchlin says it will not be a very big load on the people to build a court house that would cost \$75,000. The interest on that money is \$4,500 a year, or about 25 cents for each inhabitant of the county, a sum that will not be felt very severely by any one. He says now is probably as good a time to build as we are likely to see, for he believes material is about as low as it is apt to be.

THANKSGIVING DINNER AT HOTEL VASS

SOUPS

Chicken a la Royale Beef Boullion

Queen Olives Lettuce Hearts
Celery Sweet Mixed Pickles

ENTREES

Asparagus Tips on Toast
Boiled Ham and Spinach
Apple Fritters, Sauce Ecumante

ROAST

Native Turkey, Cranberry Sauce
Prime Ribs of Beef au jus

Mashed Potatoes, Mashed Turnip
Candied Sweet Potatoes Squash
Creamed Cauliflower

Corn Bread Hot Rolls

DESSERT

Steamed Plum Pudding, Hard Sauce
Mince Pie Pumpkin Pie Apple Pie
Frozen Pudding
Assorted Cakes Mixed Nuts Raisins
Apples Oranges Bananas
Cheese and Crackers
Tea Coffee Cocoa Milk

The Court House Question

Whether to build a new court house or repair the old one is a topic that is interesting a good many of the people of the county, and as far as The Pilot has heard the expression of sentiment the advocates of repairing the old building appear to have shown the strong hand. When men like John R. McQueen, J. R. Page, Leonard Tufts, J. L. Phillips and others of their standing in the county, say emphatically that they are against a movement to spend a hundred to a hundred and fifty thousand dollars in a new court house, it is evident there is a reason for looking into the subject fully. John McQueen is a man who is known to be unselfish in his work for the county. He has been identified with road and school work for so long that he is looked upon as a patron saint of Moore county welfare. He argues that a much smaller sum of money would make the old building good enough for any uses, and he has had considerable knowledge of buildings and uses.

It is possible the county needs a new court house, and it is possible it can get along with remodeling the old one. The courts have instructed the commissioners to make some change that will increase the safety and the convenience of the present building, so action must be taken. But while a costly new building would be nice the advocates of repairing the old building point to the cost, and to the many calls for money, while the taxpayers are protesting against the tax that is already paid.

We may as well all recognize that the day of small taxes and small public facilities has gone past. We are asking for more improved roads, more school houses, more of everything that the community must provide, and we cannot get away from the necessity of paying for those things. If we want more we must pay more. If we want to pay less we must be content to have less. If we want a big new court house the commissioners must be empowered to gather in more taxes, and on that fundamental point of taxation all these public expenditures turn. It is impossible to go backward in the matter of schools, and it is not likely we are soon to let up on road construction. But a few days ago a bond issue of \$100,000 was sold for road purposes, and we have to consider that, both as to the annual interest of \$6,000, and a provision for the sinking fund to redeem the bonds.

The advocates of a new court

house say the old one cannot be repaired in satisfactory manner. The men who are against the expense of a new building say it can. Different plans have been proposed for repairing the old building, and the backers of that plan argue that if a contract is let for repairing the old structure at say thirty thousand dollars the contract will get it done for that money and the plan will be thoroughly understood before the work begins, and whether it will be suitable for the demands of the courts and the county work will be known before the work is awarded.

The Pilot does not assume to know which is the better plan, but it does think the commissioners will make no mistake in listening with patience to the arguments of the men on both sides, for it is one of the basic principles of democratic government that the people are right. No measure can survive that is not backed by popular approval, and no movement can die that has the backing of the people. Sometimes the people appear to have the wrong end of the stick, but instead of flying in the face of popular demand it is far better to either undertake to win the people or to accept their verdict, for in the long run they will be found right.

This is not a question of a new court house or a repaired court house or any court house, but solely a question of taxation. Never were the people of this country taxed as they are now. To be sure never were they getting so much for their taxes, and never have they got so much for the money in any way as they get now from their taxes. But it is wise to consider how far tax paying can go. Once before the United States had an epidemic of good roads building, and the thing swept the country. Roads were projected, bonds issued by townships, counties and states in sheafs, and if any man thinks that repudiation of state bonds was a habit that originated or had its highest development in the South he can with profit turn to the repudiated bonds of a number of the northern states that went broke on the road boom of some eighty years ago when the National Pike from Washington to St. Louis set the fashion. We have to pay taxes more freely now than ever because we are the wealthiest nation in the world and wealthier now than any other nation has ever been. But never yet was a spending epoch that did not have to put on the

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RED CROSS REPORT

Atlanta, Ga., Nov. 17.—Southern Division Headquarters of the American Red Cross sees a veritable triumph of the Red Cross cause in Dixie as a result of reports from every section of the Division on the results of early Roll Call activity.

The South, these reports indicate, is keenly alive to the importance of the peace time program of the organization, and the response to the appeal of The Greatest Mother is believed ample assurance that the work now being attempted will be carried on throughout the coming year and possibly extended so that every community in the Division will feel and know its benefits.

This has been made possible solely through the whole-hearted co-operation of people in every walk of life throughout the section. Big business has recognized the benefits that accrue to it from participation in Red Cross activity and the response has been generous, and organized labor has been no less quick to grasp the opportunity to aid a cause that is one of the prime factors in our national life in adding strength and force to the masses.

In fact, practically every labor leader in the South has not only enrolled himself as a Red Cross member, but has given his enthusiastic endorsement of the Red Cross program.

The doctrine of Red Cross service has been preached from hundreds of evangelical pulpits in the South, and at the same time it has been made the subject of endorsement from prelate and priest, in church and in synagogue.

In fact, the co-operation has been as widespread as the cause to which it is given. As a result Division Headquarters officials predict that despite the uncertainties of the times, the South will smash all its records for response to the annual appeal of this great national organization.

"BAT" MASTERSON

The death of W. R. ("Bat") Master-son in New York recently takes away a picturesque figure who helped make history in the Kansas territory back in the early eighties, and whose name has long been familiar to many Vass residents. Unlike most of the other characters who frequented that troubled section of other days, "Bat" Masterson allied himself on the side of law and order. He kept the peace even if keeping the peace required the drawing of a gun, and the use of it. "Bat" conquered and consolidated his gains on the side of law and order, and then went to New York City. He died as sporting editor of a big paper there, and "with his boots on." His life story, properly written, would be a story of the days when red-blooded men conquered the wilderness so that millions in the future might find peace and prosperity therein.