

# THE PILOT

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## THE LEGISLATURE NOT RESPONSIBLE

The legislature has concluded its job, and although it has not done what the people had hoped for, it has done about as much as could have been expected. The people asked for a reduction of taxes. To reduce taxes it is necessary to reduce expenditures. The people and the legislature alike were not in sympathy with reduced expenses. Some things were cut down a little and some were not only not cut down but raised. It is impossible to reduce taxes unless the outgo from the treasury is reduced. Some things cannot be reduced. The interest on state and county debt is fixed. The sinking fund and the debts due cannot be reduced except by payments. Road building goes on. Schools continue to call for money, although with a probable reduction. The state assumes more of the cost of schools and then levies taxes to help carry out its part of the work. The shift is largely from one shoulder to the other, but until the matter has been tried out through some months of actual practice nobody knows where we are to land.

Many schemes were proposed, some rather intelligent, some helpful, some purely political, some absurd. After long struggle a messy sort of compromise is reached, which will be overhauled two years from now, but until that time the thing to do is to study the problem of taxation and expenditure in actual practice and to stop the everlasting yammer about the folks who have a different opinion about the method. The new bill has its serious weaknesses. It could be much worse. Perhaps with so many men of differing views to make a tax law we will never have one much better. It is not as bad as it seems to many people. The truth is that we never get a good tax bill, state or national. The truth is also that we don't want a good one. We want a bill that will make the other fellow pay the taxes, and that was the cause of the delay in getting this one.

Next year will be a warm political year in North Carolina, as well as in the nation, and Moore county will be stirred up some along with the rest of the state. We will all hear some new things talked about, and taxes will be in the mixing batch as well as Al Smith, financial troubles and the tariff. Also will the reduction of expenses figure in the next campaign, for we pay taxes again before the next political battles are to be fought.

## DESTROYING NATURAL BALANCES

The experience at the Eldridge Johnson plantations concerning the status of hawks and other presumed vermin in dealing with quail and other desirable birds and animals is worth a study by the whole people. Hawks and owls have been the object of indiscriminate warfare for an indefinite period. It seems that many of these creatures that men have been slaughtering without definite knowledge of their relation to other creatures is disturbing that natural balance which is essential if animal life is to continue.

A large variety of hawks and owls, including kites and eagles, are found in North Carolina, but only a limited number of these varieties kill poultry or the birds that are esteemed of great value. The kites are known as snake hawks where they are most common, the ospreys feed largely on snakes, fish, insects and small animals. The marsh hawk feeds on small rodents, rats, mice, rabbits and such creatures. The sharp-shinned hawk is not com-

mon in the state, but it occasionally gets a quail or a chicken. The Cooper's hawk, or blue darter, is one of the marauders of the poultry yard. It is not justified in being overlooked. The Red-tailed hawk catches an occasional chicken, but a great many other things that are objectionable, while the Red-shouldered hawk, often called the Chicken hawk, has not been known by the state ornithologists who wrote the book of the "Birds of North Carolina" to kill a chicken or bird of any kind. The Broad-winged hawk is seldom, if ever, known to destroy bird life, but it does kill a lot of animals and insects that are harmful. Eagles are a joke as far as killing useful birds is concerned. They live largely on fish except an occasional golden eagle in the mountains, and anyway it is not seen often enough in this part of the state to bother about.

At least this is the story as it comes from the authorities at Raleigh who are thoroughly familiar with birds of prey and all others. It shows that we have been killing many birds that should be highly beneficial in killing snakes, mice, insects, etc., and that in doing it we are removing one of the most important helpers of the human race. Before men commenced to kill birds so indiscriminately and so largely it was not necessary to have a poison for the restraint of every pest that bothers every crop. But we have been killing birds so thoroughly that it is hardly any use to set out a fence post these days unless we spray it every few weeks. We have killed the birds to permit pernicious vermin of all sorts to thrive, and it is time to change our tactics, to become familiar with what the birds actually do for us, to distinguish between the few objectionable birds and the helpful ones, and to try to encourage natural equilibrium instead of destroying it.

## THE FINANCIAL DEPRESSION

When will financial conditions improve is a question about as frequently asked as any, and the answers are like the sands on the sea for number. What is the depression? Illustrate the situation with the price of cotton. About nine cents at the present time. In 1909 and in 1910 cotton went up to 13 and 14 cents, which figure was not touched in any other year between 1875 and 1916, a period of 41 years. In 1914 cotton sold for less than five cents, and in all those years from long before 1875 to recent days cotton was king of American agriculture. On ten-cent cotton or less cotton plantations developed and the South held its place, furnishing the greatest factor of the American export trade. In fact in the forty or more years since 1875 cotton has sold up to 11 cents only four times until the influences of the recent war commenced to be felt in 1915.

The Pilot does not know when the depression will end. But it does know that the world refuses to pay more than ten cents for cotton. North Carolina made last year about \$40,000,000 worth of cotton. That more than paid for the gasoline we bought. Let us say as a guess probably too liberal that it paid for the gasoline, the oil, and the tires. It is useless to bring in the cost of the new cars that are replacing the old ones, for that would mean some other big crop as big as the cotton crop, of which tobacco is the only one that could do the act. But cotton is just now the thing in mind. Twenty-five years ago we did not need the revenue from the cotton crop to buy gasoline. Possibly that is why 10-cent cotton meant prosperity.

Anybody who wants to can take this line and work it out for himself. We have had to buy automobiles, phonographs, radio outfits, electric contrivances, new school houses, good roads, and you can add to the list as many things as you care to. We have built a number of mills and factories to help in carrying these new loads we have taken on our shoulders, which is of much benefit. But somehow demands for new things spring up and high-powered salesmen kindly show us how much more we need to buy with the money we get until ten-cent cotton is about as useless as a gallon bucket in bailing out the sea.

Probably the depression will end when we find out how to make ten-cent cotton pay for 20-cent gasoline and leave a margin

sufficient to buy the myriad of other things we seem obliged to have. It is not as simple a problem as you might think, but the signs indicate that we are beginning to see clearing sky. And one thing appears to be possible—that may be we will temper the buying to the income instead of straining the income to make it cover the buying. Problems that seem impossible are sometimes solved by turning them around that way and working from the other end.

## A TRAFFIC REVOLUTION

An announcement that will interest the Sandhills country comes from the Pennsylvania Railroad which is about to award contracts for changing 1,500 miles of its main lines to electric operation. The annual report issued a few weeks ago told the stockholders that the purchase of 230 electric locomotives has been authorized, that the entire route from New York to Washington will be hurried forward in the new improvement, and on the whole one of the greatest transportation schemes known to modern progress has been set in motion. To convert 1,500 miles to electric operation is about three times as much mileage on the system as from here to New York, and that means that the main part of the Pennsylvania in New York, New Jersey, Pennsylvania and Maryland, will be rebuilt into a marvel of modern transportation efficiency. The proposition is of interest to the Sandhills country, for the Pennsylvania road is the great feeder of the southern rail lines that serve this section. The Pennsylvania delivers the traffic that

comes this way from the North, assembling it on that fanned out railroad that has arms from Washington to Philadelphia, New York and all New England; to Harrisburg, Buffalo, Rochester, and the bulk of the state of New York; to Pittsburgh, Cleveland, Chicago, Cincinnati and all of the Northwest, a great sweeping gatherer of business from all the country that is interested in this direction.

A hundred million dollars has been appropriated for the work, which is to be pushed forward as fast as possible, and with the employment of men, the purchase of material and the various stimulating effect on business generally this big job will have decided effect on the prosperity of the country. But it will materially affect the Sandhills neighborhood, for pouring through that funnel at Washington and down the Richmond road, which is largely owned by the Pennsylvania interests, will come a traffic under new conditions that will be an eye-opener to the world. The new electric trains will be built for the service, and it is safe to suspect that the Pullman equipment which comes out from New York and Boston and Pittsburgh and elsewhere on the new trains will include through cars to Pinehurst just as the through cars now come to this section, and that the service and equipment will be as fine as Solomon in his most elaborate period revealed in. The work is expected to be completed in about two and a half years, the favorable conditions for construction, the low prices of material and the ability of the factories to turn out equipment and supplies helping to hurry along the undertaking.

## GRAINS OF SAND

Someone called the telephone operator in Pinehurst recently and shouted excitedly, "Send the fire truck." Then she hung up. The operator had no idea where to send the fire truck.

Telephone officials here say this happens frequently. Another error people make in attempting to get the fire department is to look up the number and call the fire house. Don't do that. Tell the operator there is a fire, and where, and she will do the rest. Any other method loses valuable time.

Approximately \$12,000,000 has been sent to North Carolina veterans of the World war under the adjusted compensation service certificate act since it was put into force several months ago. J. S. Pittman, manager of the Charlotte regional office of the veterans' bureau, states.

He said the sum may exceed \$12,000,000 since this figure represents only loans paid out of the Charlotte office, and a number were probably arranged through the Washington headquarters.

Out of 60,000 North Carolina veterans entitled to loans, money was sent to about 35,000.

Negroes are more numerous than whites in six North Carolina counties, Edgecombe, Halifax, Hertford, Hoke, Northampton and Scotland. There are more Negroes than whites in the city of New Bern.

The status in Moore county: whites, 18,146; colored, 9,795.

This fellow Beasley, Southern Pines'

chief of police, is quite an advertiser. He has one of those cars with a spare wheel on each side, and on each spare is a tire cover. And on each tire cover the chief has painted: "Southern Pines, the Mid-South Resort," with accompanying illustrations, a horse, a bag of golf clubs, a tennis racket and a hunting dog.

Maude Parker has a serial starting in the current Saturday Evening Post. Maude Parker is Mrs. Edmund Pavestadt, of Southern Pines, formerly Mrs. Parker Child.

Speaking of the Saturday Evening Post, if its advertising pages are a barometer of business, conditions are getting better. The number of advertising pages has been increasing steadily of late, and George Horace Lorimer, editor of the magazine, says he sees an improvement in general business conditions.

The grass in The Pilot's side yard was getting too high for cutting with a lawn mower, and we haven't a lawn mower any way. We solved the problem by turning three cows out to pasture there last Tuesday, and now we look pretty swell.

"What is more uninteresting looking than an unoccupied house," she asked us the other day, and we dodged just in time when we replied, "An unoccupied woman's bathing suit."

Don't miss the Cotton Show at Vass next week.

## Correspondence

### THANKS FIREMEN

To the Fire Departments of  
Southern Pines, Pinehurst,  
Aberdeen and Carthage—

Through the columns of The Pilot I wish to express to all of the members of your companies my appreciation of your spirited efforts to save the Southern Pines Hotel on the night of the 18th, and to thank you for your heroic devotion to duty through the long, dangerous and tedious fight necessary to subdue the flames.

—FRANK HARRINGTON.  
Southern Pines,  
May 23, 1931.

### THE TWELVE

And as they went they wept,  
The twelve we did not save,  
The law had been defied,  
The mace must leave the stave.

And who are they that sob?  
Remember not the name;  
For they are soon forgot,  
The mercy of ill-fame.

Nor read me now the towns

Where innocent, they played,  
For there the blame must lie—  
To them the blame be laid.

Mankind gathers there, for  
Protection and for gain,  
But these they have cast out  
And hold them in disdain.

Nor say we none shall be,  
Where life is oh, so kind,  
The vilest actions come  
Off from a fetted mind.

But when poor Eve gives way  
To Nature's pounding call;  
Oh, do not drive her forth,  
To weep out-side the wall.

—ROBERT E. DENNY.

Pinehurst, N. C., May 22nd, 1931  
upon the conviction of twelve delin-  
quent girls, inmates of Samarand for  
attempted arson.

### BENEFIT BRIDGE

A benefit bridge party will be given at the Community House Tuesday evening, June 2nd, at 8:00. The proceeds will go to meet expenses of the Association. Those wishing to attend are requested to get in touch with Mr. Ralph Caldwell of Mrs. Grady Burney.



YOU ARE CORDIALLY INVITED  
TO  
AN OPEN HOUSE RECEPTION  
AT THE NEW  
BUTTERCUP ICE CREAM  
PLANT  
HAMLET, N. C.

WEDNESDAY JUNE 3, 1931

FROM 3:00 TO 10:00 P. M.

BILLY HAMILTON AND HIS ORCHESTRA  
CHINA ROYAL AND WBT ARTISTS



## BRADLEY BATHING SUITS

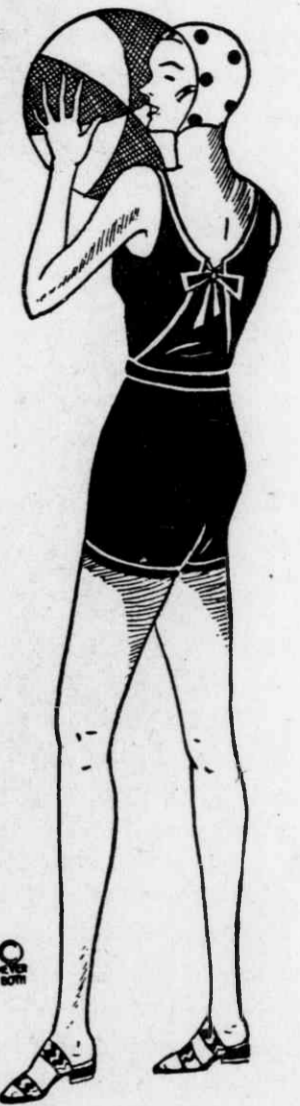
Men's, Women's and  
Children's

Newest colors and  
styles, one, two and  
three-piece types.

**\$1.50 to \$6.00**

Bradley Sun Suits  
for the little folks

Get yours before  
they are picked over.



**O. B. FLINCHUM & SONS**  
ABERDEEN CARTHAGE



CLEAN, SOFT AND FLUFFY

## Blankets

For Summer Storage

DURING MAY AND JUNE

We will wash

2 cotton blankets for ..... 60c  
2 wool blankets for ..... 80c

**THE FAMILY LAUNDRY, INC.**

Telephone 6101

Southern Pines

## Time to Plant

Field Peas,  
Soy Beans,  
Otootan Beans,  
Sudan Grass,  
Carpet Grass.

WE ALSO HAVE FERTILIZER

**BURNEY HARDWARE CO.**

Aberdeen,

Phone 30

North Carolina