

# THE PILOT

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## NO TIME TO SWAP HORSES

The Pilot does not apprehend that there is any likelihood of making a change in the office of tax collector, for J. D. McLean has made a record of efficiency in collecting his taxes which is without rivalry in the state. He stands out as a marvel, producing his revenue at less than one per cent for collection, where other counties run up in varying figures to ten times that much. To dismiss a man of that efficiency would require some convincing explanation to get it past the people.

The Board of County Commissioners is a group of right-headed thinking men who are not likely to dismiss a man who has made a record like McLean holds, in the hope of saving a thousand dollars or such an amount by putting in the office a new hand unfamiliar with the work, and expecting that saving to be made after the final accounts are turned in at the end of the tax year and the tax money counted.

It would be a bold candidate who would enter on such a difficult job with no experience in the work, for only disaster could be expected from the experiment, and The Pilot has no notion that the commissioners would for a moment entertain any such a risky proposition. For they are all men of sufficient business experience to know that if they should make such a change at this juncture, and the experiment prove as disastrous as it is entirely likely to do, the people would not look kindly on the risk taken.

The tax situation this year is one that requires all the ability an experienced man can bring to the job. This is no time to break in new hands. The county is treading new paths that are going to be trying at the best, and every one who has skill and familiarity with the routine is needed on the job, and energetically.

If a new collector is to be considered it must be not from the point of a reduction in salary of a thousand dollars, but of a reduction in the percentage of cost on the money collected. A new collector must collect the money for less than one per cent. Should the commissioners appoint anybody who does not do better in that respect than McLean they will have an angry multitude to face when the figures come in next year. And a new collector must collect as promptly and as completely. The Pilot does not believe any inexperienced new hand can equal McLean's record.

## TO PROVIDE BETTER HUNTING

Elsewhere this week is a copy of the new game law which provides for game reservations and public hunting grounds in the state. It looks like a measure to encourage the multiplication of game and the utilization of the opportunities to make of the Sandhills Section one of the best hunting regions of the whole United States. Provision is afforded the landowner in protecting his land against lawless hunters, and with the fees that are provided an encouragement is held out that can make the wild lands profitable to the owner and reward him for protecting game, and at the same time create in the neighborhood such a hunting condition that will attract hunters in greater numbers and with the reasonable assurance that they may find something to reward them for their time and money.

The bill as presented is clear and definite. To carry it out organizations of landowners must

be formed, representing not less than 3,000 acres in each organization, and the land must be specified and accepted by the Department of Conservation as hunting grounds and come under the law. This is for the protection of owner and of hunter. Unlawful hunting will be prevented by the authorities, hunters will have to pay for their privileges and be under the surveillance of a guide or warden recognized by the law. No one may hunt on ground so protected without the written consent of the owner unless accompanied by the owner or a representative of the owner. The law is a fair one to both parties.

State aid will be provided in stocking and propagating game and in conserving wild life, and in making a success of this project. The scheme is workable in all sections of the county where the landowners will get together and undertake an organization. Alex Fields at Southern Pines is game warden, and will help in any way he can to start the ball rolling. Under this new law Moore county should be filled with quail in a short time, and be one of the most successful hunting areas of the United States. A hundred thousand acres of land in this county could be opened for this purpose, with a revenue that would materially add to the income of the farmers perpetually. This looks very much like another valuable string to the Sandhills bow.

## ENLARGING THE ROAD PATROL

In the main The Pilot has confidence that the recent legislature did many things of a wholesome and progressive character. In all probability the new road measure will prove wide and effective, as it is a tendency toward more economical and efficient operation on a cooperative movement through the whole state rather than separate operations by different units having no regard for each other. The reorganization of the State road board resulted from careful consideration of conditions, and the study of plans for more concentrated action. The appointment of E. B. Jeffress of Greensboro, a newspaper man, to head the new commission, appears to be wise, for while newspaper men have no particular familiarity with roads, more than other men have, Mr. Jeffress seems to have a practical idea of things, and he looks at his new job from its various angles rather than as a political plum. His new board, which takes up the job July 1, announces the increase of patrolmen on the highways, the increase being from 37 to 60 men. The increase will be made possible by concentrating the work of the men in smaller districts, cutting out much of the constant travel and permitting them to stay at home nights instead of at different places every night at high expense.

This will give a much more complete control of the roads. As each man is to be confined to a limited field it will give him an acquaintance with his smaller territory, and he will cover his range more frequently, with the consequent increase of efficiency. The road patrol as developed under the retiring highway board has demonstrated its value to the state, and laid the foundation for the broader work the new patrol will undertake with all the experience of the old one. With the new road law bringing all the main roads under the control of the board, and with the new board granted an increased range of operation and more or less freedom from the big burden of construction that the old one has carried out, it is reasonable to expect that Mr. Jeffress' organization is beginning a piece of work that will be as constructive as the old board has accomplished to its everlasting credit. North Carolina's road board has an outstanding record of accomplishment, and the signs are under its new assignment it will make another record that will be equally favorable.

## INCREASE IN RAILROAD RATES?

The railroads are asking for an increase of rates. Their rates are fixed by the government, and cannot be changed without permission from the Interstate Commerce Commission. No matter how much their expenses overreach their income the roads have no power to raise rates without government permission.

The Seaboard may go into the hands of a receiver and the Norfolk Southern face a deficit, but they must be governed by the order of government authority before they can say what their expense may be or what they may charge for their services.

Now any one knows that no business can long be carried on at a loss or that it can be carried on in a way that gives satisfactory service unless sufficient money is earned to pay the operating costs. Railroads have no gold mines to draw against for their revenue. They would not spend their money that way if they could get it. However, it is not a question of the roads and their earnings and their profits. It is one that concerns the whole country, for this United States is more dependent on the efficiency of railroad service than any other thing that is a factor in business. Let the roads lower their efficiency and then we will know what depression in business means. If the roads cannot earn money enough to carry on, and on an efficient basis, industry in this country is shot to pieces absolutely. The dewberry crop right now might as well be in the bottom of the sea if the Seaboard road should be crippled. Trucks move some of the crop, but if left to move all of it they would be as helpless as children with toy wagons.

With the roads further hampered the employes will be laid off, their wages will be reduced, the steel mills, the cotton mills, the factories, of every sort, that make supplies for the roads, will be limited in their sales of goods and in the operation of their plants. The United States simply cannot live and operate its industries with the roads throttled into inefficiency, and we might as well have intelligence enough to recognize this fact before the roads are choked and thrown on the junk pile. It has taken almost a century to build up the transportation system the country enjoys, and it takes each year many millions to continue to expand and improve the system to handle the increasing business. But the roads cannot handle the traffic unless it pays

them a margin, and capital will not be interested in the purchase of railroad stocks or bonds for further improvement unless a return is possible. The life insurance companies that have their reserves in railroad bonds and stocks, the savings banks that buy millions of railroad securities and the hundreds of thousands of stockholders of railroad stocks, who include a large proportion of the people, will be the sufferers as well as the industrial world if railroads are to suffer a loss of their business or the ability to pay a profit on the operation of the roads. Mighty few of the people of this country but are concerned in life insurance solvency, savings banks solvency, railroad wages, or the earnings from railroad stocks and bonds.

Another thing that will suffer if the railroads are crippled is the tax fund of state, county and nation. The railroads of the United States pay annually about half a billion in taxes. The roads area mainstay in every state. In this state they carry a big share of the tax load, and Moore county would miss their contribution as they are among the big three or four contributors to the county treasury. The railroads and that other big payer, Pinehurst, are the foremost factors in the contribution of taxes to maintain the schools, the highways, and to pay the public debt of the county and the other operating expenses.

For that matter Moore county is absolutely dependent on the Seaboard railroad. The fruit, the industries, the winter business and every big thing in which the county is concerned, thrives by reason of the service the railroads give. It is the service, and not the rate of service that figures, and that is the fact to bear in mind.

## THE JOB FOR FATHER

Sunday was Father's Day. How, or with what responsibility on father's shoulders, does not appear. But no doubt Father's Day is somewhat needed. Father has evidently been negligent in some things, for if we are to believe the current gossip and the

newspapers, father is letting things slip.

The country has gone to the dogs. Hoover is doing everything he can to sink us into the depths of distress. Al Smith is gunning for the presidency again, and if gossip is to be relied on he is determined to establish the pope and the gin mill in this country. Father has allowed conditions to become so desperate in the state that taxation is about to ruin us. The young folks are beyond salvation. Information from Russia is to the effect that the Communists are about to get us, and that they will sell us wheat at prices lower than we can make wheat, and cotton lower than we can make cotton, and everything on the face of the earth so low that we will have to put up fences to prevent them from feeding us for nothing and keeping us fat and lazy and unproductive, making life for us an idle paradise without effort on our part.

Nobody is doing what he ought to. The new road system is going to raise Cain with all

our customs, so the folks say, and the schools are to go to ruin, and the good men are being fired from the administration, and the Republicans are fixing to capture the state, and the Republicans are to be defeated in the nation next fall, and even at church it is intimated that the devil is to get all of us. Did you ever see such a hocuspocus and such a dolorous outlook, with every fellow on the neck of every other one? One ray of hope was Parson Stimson at the Baptist church who preached a sermon Sunday morning to the effect that men are trying more than ever to be right and do right, and he believes they are succeeding more than ever. If he is right then father is perhaps not doing so badly, but if the rest are right and everybody is deserting the knocks that seem to be handed out on all sides it is time for father to get into action and head the whole race toward the proper course or kill off some of the knockers and prophets of evil.

## GRAINS OF SAND

A new ball throwing game took possession of one of the vacant stores in the Aberdeen Hotel building last Saturday night, and the store has attracted the youth of the town pretty regularly since. Not that the game is so popular, but a very pulchritudinous miss from Albemarle is in charge. We don't blame the boys.

The only way to beat the heat wave is to stay under water and no one has yet invented a way to bang a typewriter under water. Or feed a printing press.

Mrs. James Swett has a letter from a kinsman in Fall River, Massachusetts, Francis Allen, who says in the South we know nothing of financial depression. Mr. Allen is principal of a business college in Fall River and conspicuous in the Chamber of Commerce work in that city, so he has close touch with conditions. He says the schools have dropped 160 teachers, and that city employes have suffered a reduction of twenty percent in wages, and that the city is not spend-

ing any money for anything not absolutely necessary.

Fall River is a large cotton center of the North, some of its grief coming from the competition that it has encountered in the rapidly developing textile industry of North Carolina and the rest of the South. Its worst prospect is perhaps in the fact that cotton manufacturing in this state seems destined to be a permanent thorn in the flesh of Massachusetts, and without the present general depression all over the country the New England textile centers would have troubles enough any way.

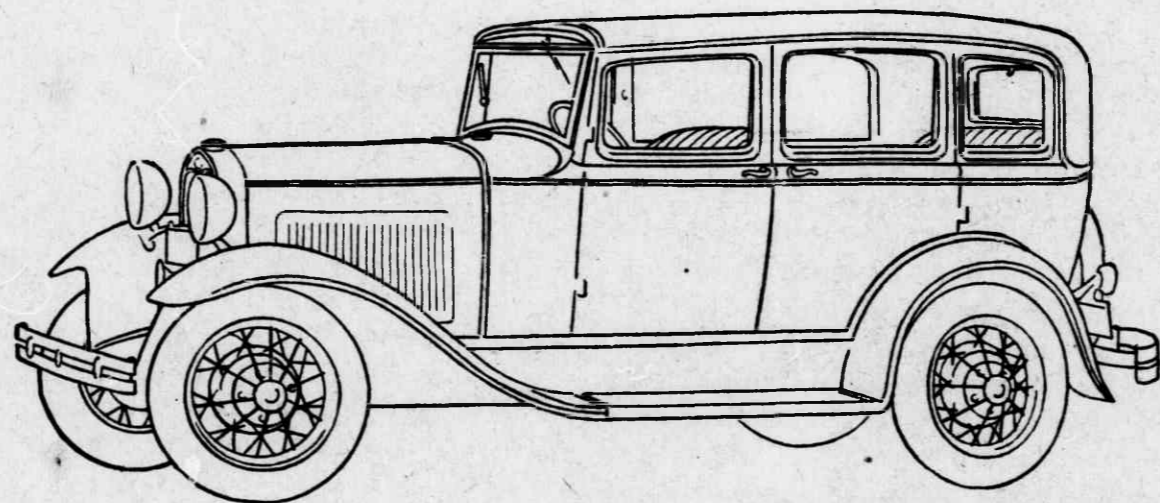
## KIWANIS CLUB MEETING

The Kiwanis Club of Aberdeen will meet next Wednesday, July 1st, at the Pinehurst Community Church, Pinehurst.

## CARD OF THANKS

We wish to thank our friends, white and colored, for their help and expressions of sympathy during the illness and death of our loved one.  
 —T. J. SMITH and Family.

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