

THE PILOT

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A FORGOTTEN HERO OF JULY

Saturday was the Fourth of July, an alleged day of outstanding prominence in American history. Some of the banks and postoffices closed on July 4, some of the stores closed July 6, and we absolved ourselves of the responsibilities of the day. Rip Van Winkle says when we are dead how soon we are forgotten. Sixty-eight years ago last Saturday North Carolinians, many of them from Moore county, made a bit of history that will live forever while the language of this country is printed. Sixty-eight years ago Pickett's charge at Gettysburg, in which was Pettigrew's brigade of North Carolina infantry, gave students of history something to consider to the end of time. Pettigrew's brigade the first day at Gettysburg, lost one-third of its members; one regiment, the 26th lost in killed and wounded 584 out of 820, and in one company of 84 men every one was hit, and the officer who made the report of conditions did it with a bullet through each leg.

Pettigrew was a native of North Carolina, born in Tyrell county. It was Pettigrew's brigade that met Meredith's "Iron Brigade," of Federal troops on the Chambersburg pike and opened the battle of Gettysburg, and the heart was cut out of the brigade on that first day of fighting. But the remnant followed along in chasing the Federal troops into Gettysburg and joined Pickett as the left wing in that fierce charge of the afternoon of July 3, advancing farther up the hill than any other command, taking back with them a smaller number than any other, and in their terrible casualty list lowering over North Carolina the most dreadful cloud of sorrow the state had ever known. On that day Pettigrew commanded the division. His brigade was commanded by a major, the only field officer left. Only 935 men were accounted for in the brigade when the battle ended.

The Confederate army on the night of July 3 moved out from Gettysburg to the South, followed by Meade's forces. On July 14 in a skirmish with Federal cavalry Pettigrew was wounded at Falling Water, W. Va., and July 17 he died at Bunker Hill. North Carolina might emphasize the stirring events of early July more than it does.

A NEW KIND OF POLITICIAN

Perhaps it is not correct to say that Senator Cameron Morrison is a new kind of politician, for he is so fairly well established in his ways that his outspoken utterances are not surprising. Yet when he says before the Kiwanis club of Charlotte that he takes an attitude that politicians have not leaned toward, that of standing by a thing that deserves commendation even though it may not be the common custom in a vote getting contest to take such a stand, he is out of the ordinary, at least in politics. Senator Morrison does not believe in crucifying the power companies because it is possible to make political that way. His reason is that the power companies have created in North Carolina a vast force that has set the state on a broad industrial basis, built mills and factories that put the state in a first position in the industrial South, employs armies of men and women, and creates vast wealth by its efforts. He is not in favor of assaulting the power companies as a sport, or as a vote-getting occupation and he has the courage to stand on the platform and say so.

The Duke interests have had a

big hand in making North Carolina what it is today instead of what it was a quarter of a century ago. The Mellon interests at Badin have taken a useless stream and converted it into a powerful factor in progress and made Stanley county one of the most desirable, thrifty and progressive spots of the South. The Carolina Light and Power company has aided in the development of the Sandhills and other sections of the state, and by the utilization of water that for ages until they took it in hand ran down the rivers to the sea with no return to the people. The crime of these power companies is that they have made progress and comfort possible in their areas and that incidentally they have prospered themselves. Certainly nobody would want to go back where we were before these concerns developed the streams and harnessed the magic that their touch awakened.

Senator Cam has staked out a new political claim, and possibly it is destined to prove a valuable one for him and his state as well. Certainly the power companies in North Carolina have not done a great deal of damage to the progress and prosperity of the state, and the prophet who points out their benefits to the state may find he has a following bigger than has been conceded by some folks.

APPROVE JOHN WARREN WATSON

"If there is a man in the Sandhills who deserves commendation Mr. John Warren Watson must be in that class," remarked a woman who had been visiting the Watson lake and observing the folks who were there in the water. A large clean beach, things in apple pie order, rigid rules that require everything to be attractive and to prevent anything that will interfere with the pleasure of a visit to the place, and the utmost courtesy on the part of those who have care of the premises give a class to the Watson pond that puts it almost in a rank of its own. While admission is by card or personal permission the place is free, but with a string on the freedom. It is not open to any who should not be there, for Mr. Watson does not indicate in any way that it is a public resort. Those who go there go as his guests and he invites none who will not help him to maintain that circumspect relation to each other and to the place that is expected of any guest who is invited to a private establishment.

John Warren Watson opens the park to his friends, those he knows personally and many he does not know, on the assumption that they are his friends and will help to make the lake a pleasure spot to the folks of the Sandhills, but at the same time with regard for all the restrictions which are necessary in maintaining the interesting institution he has created for his own enjoyment. He does this simply because he is big enough to want to share with others the fine park he has created. Everybody understands the fine opportunity he has provided. But to appreciate what he has done it is necessary for everybody to be as particular as they know how in observing Mr. Watson's rights in the place, in helping in every way to leave the lake and the beaches and the approaches and everything on the territory in the same excellent condition to which he has lifted it, and to give no annoyance and trouble to anyone there, or to those who have it in charge. Mr. Watson has done a big thing for the Sandhills. It is up to all of us to tote fair with him in every way.

THE COST OF INSURANCE

The new law which on July 1 placed a responsibility on owners and drivers of automobiles, requiring insurance or bond for damages or the possible revoking of license in case of damages, has aroused some criticism, along with criticism of the tax on insurance policies. Leaving out reference to a tax on insurance policies, which in some respects resembles robbing the grave, the whole matter of insurance on automobiles is largely in the hands of the drivers. That the rates as established are high goes without saying, but a glance at the figures involved will tell why the rates are high. Lloyd Gardner is authority for the statement that in

1930 the number of lives lost in automobile mishaps was 33,000 and the property damage estimated at \$900,000,000. With so many people killed and so much economic loss the insurance companies cannot make the rates that people would like. It is not what the rates ought to be that the companies can deal with, but what actual loss compels them to be.

Now The Pilot has no particular interest in defending rates for the insurance companies, but it has in reducing rates for the people, and in safeguarding the people from this tremendous loss. Just one way offers to reduce insurance rates and to lessen the number of deaths and the enormous property loss, and that is for everybody to help to lessen the mishaps on the roads. Two courses are open. One is for each individual to be careful, and the other is for the careful driver to get on the neck of the reckless or drunken or objectionable driver who is the cause of disasters. Insurance will never be reduced as long as the losses are up to their present high figures. The only way to reduce insurance costs is to reduce the inexcusable losses on the roads and that can be done by no one except the drivers of cars. This new law puts the matter squarely before every driver. We are now obliged to face this responsibility, and if we want the insurance companies to carry the risk at low cost we have to make the risk less expensive for the companies. The whole affair is in the hands of drivers, and can be settled by no one else. Moreover the law will stay and we have to comply with it, for it is a logical and protective ure that should have been adopted long ago.

THE FOLLY OF BANK FAILURES

Not long ago some sections of North Carolina and Tennessee had a series of bank failures. Now many of those banks that failed are coming back and making good by paying off the depositors. Not wholly making good, for nothing will ever make good the inconvenience that follows the closing of a bank, and especially if it happens to be the one bank in the small community where many of the disasters were located.

Those banks that are opening again show conclusively that no legitimate reason existed for closing. The moving cause was the scare that followed the withdrawal of money on deposit, started by some persons who allowed their fear to get the better of their judgment. No doubt after the assets and liabilities of a large proportion of the closed banks had been carefully examined they showed sufficient funds and proper business contacts to carry on without any serious prospect of failure. But when a scare is raised regarding a bank it has to be quick on its feet to prevent trouble. Banks do not carry their money in their cash drawers. They loan a large portion of it, as that is the only way they can earn a return on their funds, and the chief way in which they can serve their communities. Their loans are so adjusted that their money is coming in all the time, and also it is going out all the time to new loans. Enough is carried in the drawers and in reserve banks to take care of daily withdrawals by check or in loans, but to serve its community a bank needs to have as much as possible of its cash in the hands of borrowers that they may be using the money.

A bank loans for definite periods—thirty, sixty, ninety days, and in some cases for longer time, and it can hardly call its sixty-day paper in less than sixty days or its ninety-day paper in less than its time to run, or any other loans except on the dates when due. So it cannot always hurry its loaned resources in to meet unusual demands. The man who scares and starts to draw his money on his scare starts something from which the whole community suffers, and in most cases without the slightest reason. One of the troubles with a bank scare is that if a bank closes its doors its entire line of loans is doomed. Instead of being renewable for another period at the discretion of the bank they become due, and it frequently happens the debtors are not able to make payment at the time of maturity. The whole community becomes disarrang-

ed, and trouble is the common fate. The reopening of the banks here and there tells how foolish it was to force them to close. Fortunately the hysteria that led to the closing of the banks has apparently run its course, and recovery is going on, now, but the pity is that the people lost their heads and with it their money.

Grains of Sand

In The Pilot last week N. J. Muse of Carthage, says The Pilot is far from facts in its statement of the cost of collecting taxes in Moore. He mentions postage, clerical assistance, bond for tax collectors, and other minor items that bring the total cost of the office up to nearly \$1.28 on each hundred dollars collected. But these items would have to be included in the expenses of any collector. From the figures submitted by Mr. Muse Mr. McLean's cost to the county last year was \$3,000 and the amount collected was \$386,925.22, making his percentage of cost less than 80 cents on each hundred dollars collected. The Pilot appreciates Mr. Muse's elucidation, but still thinks its own statement correct, and especially as Mr. Muse makes plain that Mr. McLean for a salary of \$3,000 last year collected \$386,925.22. Bond, postage, advertising, and the other incidentals are not part of Mr. McLean's costs but the fixed costs of the office, which are determined by the number of accounts that are to be collected, and cannot be changed no matter who is the collector.

Doctor called in to see a little girl. A day or two later called again. Girl better. Gave some advice about case, and left some medicine. Then as he was about to depart he called the woman of the house aside and instructed her to get the child a dog. "What kind of a dog?" the woman asked. "Any dumb kind of dog at all, so it's a dog," said Doc. When he called again a day or two later he was shown the dog. "Now the kid'll get all right," said Sawbones. Some doctors know some things some doctors don't know. The kid is all right. So is old Alex.

Fourth of July is making headway. The fuss that started the July holiday shed its first blood at Concord and Lexington. Forty-nine Americans were killed in the battle. Saturday, the observation of the holiday, chalked up over 86 killings by the automobiles alone, the best fourth of July record we have ever made. We are coming all right.

Folks around here are willing enough to see tobacco go up in price while it is in the leaf, but when it gets into cigarettes price advance is another matter.

The offender who goes before Judge Humber's court these days might as well be caught for a sheep as for a lamb, for he either has to pay cash or be resigned to sixty days. Thirty days is them good old times we read about.

The rains of the last few days did a lot toward making Max Gardner's garden scheme work out in this section.

Bystanders in the Clerk's office got a hearty laugh recently when a prosecuting witness entered to prove his ticket. Upon being asked if he were a State's witness he replied: "No, girls of the three churches here, sang

During 1930, according to the National Safety Council, America's accidental death toll reached a total of 99,000 lives—the highest annual figure on record.

The motor vehicle toll—33,000 lives—was highest, closely followed by 30,000 deaths in homes. It is said that three billion dollars is a modest estimate of the direct cost of accidents for the year.

The United States has the highest accident toll of any country in the world—principally due to automobiles. Carelessness and ignorance are genuine menaces to the health and happiness of the nation.

Only in the case of school children has an definite accident reduction been made. Safety education in schools has not only prevented current accidents, but it instills a safety message that is carried through life. During a period when accidental deaths to persons of all ages increased 28 per cent, deaths among children under 15 dropped 2.3 per cent.

Every person has the power to prevent accidents—and unless he uses that power, nothing in the world can stop the toll from rising.

Mrs. W. R. Clegg and Mrs. Dan Carter spent Thursday in Aberdeen with Mrs. Ralph Caldwell.

FISHERMEN

It was announced that the privately owned Lake Dunlop which a few years ago had been stocked with 7,000 bass was open to the public at 50c a fisherman.

Some said "lake too small," others "too full of weeds covered with bugs." Ask Dan Horner of Southern Pines who caught an 18-inch bass, Charles Field of Pinehurst who talks about the sport he had trying to land a bass that finally broke a line guaranteed to hold 25 pounds. Ask others who have fished a number of times in the lake. They will tell you that they have not only seen fish jump but have caught them. Leave the 50c at Mr. Dunlop's house on the way to the lake.

LAKE DUNLOP

East of Highway 50—Just North of Southern Pines

SALES



SERVICE

Three Model A Trucks

Passenger Cars in all Models

It will pay you to see our stock before buying.

H. A. PAGE, JR.

Aberdeen,

:-:

North Carolina

Weymouth Heights

Southern Pines, N. C.

When James Tufts some forty years ago sought for a neighborhood to locate his colony that had for its purpose finding where healthful conditions might prevail he asked the authorities at Washington where to put his finger on the place. He was advised to look over the North Carolina Sandhills.

When the government sent Col. King to find the best spot on the continent for a great military reservation he whittled everything down to the North Carolina Sandhills, and the military board confirmed his selection and Congress established Fort Bragg.

When the Seaboard Railroad undertook to create a winter playground in the near South the Sandhill country was chosen.

And so it goes.

Authorities pick the Sandhills—for reasons.

And Weymouth is located on the summit of these Sandhills.

S. B. RICHARDSON

Real Estate

Southern Pines.

:-:

North Carolina

Special Sale of USED CARS NOW ON

The Pinehurst Garage offers until August 1st the following real bargains in thoroughly reconditioned used cars. These cars have all been overhauled in our shop and are fully up to the usual standard maintained by us.

Every car in the list is a real bargain—you will be surprised at the excellent appearance and performance of many of them.

1928 Ford Coupe	\$325.00
1930 Essex Coupe	550.00
1929 Ford Touring	350.00
1928 Essex Coach	225.00
1928 Essex Sedan	250.00
1925 Dodge Sedan	100.00
1927 Franklin Sedan	400.00
1927 Packard Sedan	650.00
1929 Hudson Sedan	350.00
1929 Essex Coach	400.00
1927 Hudson Coach	250.00

For those wanting an exceptionally good car at a bargain price we recommend that they take a look at the Franklin and Packard in the above list.

PINEHURST GARAGE CO.

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