

THE PILOT

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THE CHANCE FOR THE FARMER

It has been a debated question whether Moore county offers the farmer a profitable opportunity or not. Probably on what is a profitable opportunity the whole thing rests. But this much may be assumed—a certain proportion of the population of the county will depend on the farms, and that being the case the farm must provide the livelihood of those people. In the past the inhabitants of the county lived on the forest products and the farms, and they made what more recent residents inherited. North Carolina reached a fair prosperity on ten cent cotton, and ten or twelve cent tobacco. The eastern part of the state was a well-to-do section until in the last few years when the day of high prices came. Wants in this section before the war were fewer than now, but few people suffered from the lack of necessities, and most of them were far more dependent on their own efforts, all is concerned. From which it and possibly better served when is permissible to infer that if the people will depend more again on their own resources they will be on the road to a more certain moderate prosperity, if not toward definite wealth than they are now.

It is likely that Moore county farmers if they are to thrive must look to their own feed lots for their meat, their grain, their vegetables, the feed for their stock, and that they must depend more on the crops made for home use than on those made for sale to buy things. The essentials of farm supplies can be made on the farm. Some surplus hogs, poultry products, garden stuff, vegetables, etc., can be made for sale. So far this will not bring much money, but it will save the expenditure of money. Then some cotton, some tobacco, or such cash crops as are favored can be made, but unless they are the exception instead of the rule hard-sledding is likely to be encountered. Mighty little to eat should be brought to the farm, for the household or for the stock. Much to eat should be made and fed on the farm to stock to sell or for stock products for success. Live stock farming means something to eat through the year. The farmer who keeps out of debt and works, even though he has a narrow livelihood and has to work, will not be in the plight of the town man out of a job out of rations, for the man on the farm has his roof over him, things to eat, fuel on the wood lot and a job.

Farms are not going to buy many fanciful things, such as seem to be necessary in the towns. But it remains to be seen whether the towns are to buy those things in the future. A settlement of financial conditions has not yet been made. Nobody knows how much gasoline is to be bought this year of 1932, nor how many license tags, nor how much installment plan buying is to be paid for in the years ahead. We have been coming through an experiment that has been called a high standard of living. Nobody knows how permanent that is to be, or whether it is going into reverse gear, or what. But it is pretty well known that the farmer who pays attention to his knitting will know where his bread and meat are coming from this year. It may be the mule will be seen on the roads again, and that we will learn more about foot locomotion. But the farmer will have hens in the barn yard and milk in the cellar and vegetables in the garden.

The thing for the farmer to consider is a garden, and it will

soon be time to prepare for it; hogs, cattle, and poultry; all the things that he will need to eat in the next twelve months or more, and all the things his stock will need. Thus he will be certain that an empty meal sack will not drag him into the Slough of Despond. Then a little cotton, or a little tobacco, or a little of something to bring ready cash beyond what eggs and garden truck and such stuff will bring. And whether the stuff to sell brings high price or low price it is still something to the good, and if it is well made of good quality the price will as a rule be profitable. It takes work, but work is better than a hungry stomach. Men in some callings are hunting now for work, and glad to find it. They envy the farmer, for he can always have a job, and his job always brings him something, even if not great wealth. The farmer is in the final showdown the man who has the most positive footing of any one on earth, for he creates his living. Others must buy a living by working for some one else.

A GOOD ENOUGH PLATFORM

In a recent letter given to the papers Allen J. Maxwell, candidate for governor of North Carolina, sums up his ideas of the state's financial policy in these words:

"What we need is the courage to spend less rather than tax more—the courage to readjust our spending to meet these profoundly changed conditions, rather than the desperation to levy more taxes on our impoverished people."

Mr. Maxwell could have uttered columns of argument concerning the situation, but nothing further than this is necessary. What we need is the courage to spend less rather than to tax more.

No matter what we may say in the effort to delude ourselves into believing that taxation can be shifted to some other source, the whole burden of taxes rests on the mass of the people and from no other source. We may shift it in all the ways we can devise, but it still comes only from the people.

The things we buy with our big taxes are nice to have, and would be advisable if we could afford them. But no individual, no state and no nation can survive the spendthrift policy that permits the piling up year by year of unpaid deficits, no matter how gratifying may be the things the debts procure. The chief trouble financially, in which this world finds itself, is that it has incurred debts that it professes to be unable to pay, and without a doubt the profession is a fact in many cases. If we cannot live within our income, individually, as a state, or as a nation it is useless to assume that we can within another year or so live within our incomes and pay more debts incurred to make up the deficits.

To borrow money sounds pretty. To pay it back under present conditions is another matter, and that is the one to think about. What we need is the courage to spend less rather than tax more, and the man who is the next governor of North Carolina should be elected on that basis. Otherwise perdition yawns in front of us.

THE BAD FLYING WEATHER

It is always hard to tell what the good and the bad of anything may work into until the whole show is over. Last week a large group of flyers came to the Knollwood Airport on their way to Florida, intending to stop over night and take a look at the Sandhills. The weather gummed up the work, and some of the folks stayed several days instead of a few hours. They stayed with the desire for good weather before they attempted to move on, but they found that they could entertain themselves in the Sandhills as well as any place else. One young woman remarked that if they could not get to Florida in time to see the races they were going down to take in they could see the place where the races were scheduled, and that would cover most of the adventure anyway. Another wise flyer remarked that he had discovered one basic truth about air travel—when you start some place you never know whether you will get there before or after you expect to arrive, or per-

haps at all. And still another hopeful brother figured that if he could not get to Florida for the races he could stop here and run down and back to Florida when the weather is fair, and have just as much fun here as any place.

The point is that a jog from the North to Moore county is becoming an incident, and the fact that some thirty flyers worked out this conclusion leaves it beyond further doubt. A lot of little features came to the surface in this mass event to clear the sky of many things that had not been widely known to amateur flyers. The next time a group of amateurs starts out on a trip of this sort, and they will probably be many in the days to come, the customs of dealing with weather and navigation will be better known, just as everybody now can navigate an automobile and go in it any place. Things that were not widely known by the people generally about a flying machine last week have been talked so much this week that last week's experience is set back like the early days of getting a car from here to Sanford. Now it is as ordinary an affair as walking.

Twenty flying machines coming to the Sandhills in one delegation will be an ordinary affair at any time in the future. The novelty has been taken off, and it has been put on the practical list. And henceforth mass flying or any other kind is passed into the class of the commonplace around here.

Grains of Sand

That rumble you heard the other day was grandmother turning over in her grave. The authorities at North Carolina College for Women at Greensboro had just announced that hereafter the students may smoke in their rooms.

"I am a Democrat, expect to vote the Democratic ticket in 1932 as I have voted it for 25 years, but I have no illusions; I know that I am going to vote for a candidate who was agreed upon by my invisible bosses many months ago; and I know that the platform to be adopted by any convention will contain nothing startlingly new or hopeful," says W. O. Saunders, editor of The Elizabeth City Independent.

Dr. A. P. Bok of Philadelphia picked up a hitch-hiking youth near Wilmington, Del. Shortly after a broken steering rod caused the overturn of the car. The youth was killed. Dr. Bok may be held liable, pay dearly for befriending a stranger.

Hitch-hiking is bad business, for driver and hiker. The driver assumes a needless responsibility. The hiker cheats organized facilities for transportation.

Now is the time to advertise, says Roger Babson, noted business chartist. Advertise on the upturn, and reap the harvest of reviving prosperity. Beat the other fellow to it. That's Babson's idea, and it sounds O. K. to us.

"We do not agree with John J. Ras-kob on dryness, but warmly welcome him as a landowner in North Carolina," says a News & Observer editorial. "He is a wise investor as is seen by becoming the owner of 1,600 acres of land in Moore county. He plans to erect a log lodge, in the Deep River section."

N. W. Crain picked some roses from his garden at May street and Indiana avenue, Southern Pines, Tuesday morning.

Now that the Unemployment Relief committee in Southern Pines has the land opposite the postoffice cleared of unsightly buildings and rubbish, some "public spirited" citizen has begun to use it to dump garbage on. Civic pride is an unknown quality in the make-up of some people.

Wonder if the story is true that a local police officer tempted a colored man to get him some liquor, then arrested him when he complied. In any event, the negro is in jail. If the story is true, the officer ought to be in an adjoining cell.

North Carolinians bought 28,088 new automobiles in 1932, or 6,670 less than in 1930, and 6,827 new trucks, 344 more than in 1930, the Motor Vehicle Bureau reports. At an average of \$500 each, these cars and trucks cost more than \$17,000,000 in 1931.

The best in golf and tennis goods at Hayes.

Correspondence

PLEASED WITH PILOT

Editor, The Pilot:

I purchased a copy of your last edition of The Pilot and I liked it so much, especially the editorials and the article by Mr. Ralph Page that I am enclosing \$1.00 for six months subscription.

—MRS. N. S. DONNELL.
Southern, Pines.


CHARLIE PICQUET

Editor, The Pilot:

At the last meeting of the Sandhills Post, American Legion, official notice was taken of the unfeeling kindness, generosity and spirit of co-operation shown by Mr. Charles Picquet, manager of the Pinchurst and and Carolina Theatres, toward the Sandhill Post and the Legion generally, and resolutions to that effect were passed.

As historian of the Legion, however, I was asked to write to the local papers more informally, and to Mr. Picquet, as this informality would show Mr. Picquet more clearly, although he certainly does not need to be shown, what a very high place he holds not only in the affections of the post but in those of the community generally. The Sandhill Post owes him much and I am glad that I was selected to tell him so.

—STRUTHERS BURT.



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A coat of Porch and Deck Paint is the easiest and surest way to keep your porch from getting shabby—no surface gets harder wear—no surface is easier to keep looking well with so little effort. Don't neglect this small painting job—it's fun to spread S-W Porch and Deck Paint because it goes on so easily and looks so attractive. Sailors use it on decks because they can't take a chance against weather and decay. You always see fine ships looking spic and span—wouldn't



you like to use this same fine paint for your porch floor and steps? Don't let your house get that rundown look when a small can of Porch and Deck Paint and a few minutes enjoyable brushing will give you a new porch again. It's durable—stands lots of wear—and makes it easy to keep the floor clean and prevent dirt from being tracked into the house. Paint your floor after dinner—walk on it next morning!

TIMELY SUGGESTIONS

SWP HOUSE PAINT

The world's biggest house paint value. Covers more surface per gallon, costs less on your house. Wears longer than cheaper paint. Regular colors

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Fast-Dry Water-Resisting Floor Varnish Keeps floors beautiful. Does not discolor with water—wears well in service.

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