

# THE PILOT

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## THE SCHOOLS AND TRUANCY

A problem that confronts the public school, not only of the county but of the whole state, this season, is the task of parents in supplying suitable clothing for the children, and books. Many boys and girls have come out of the American public schools pretty well grounded in the fundamentals of education with a small outlay for books. In the extreme case the example of Lincoln is cited where a boy with some borrowed books, some determination to learn and some encouragement on the part of those with whom he came in contact, eventually found a place among the outstanding men of the world in his day. But present customs do not stimulate the budding Lincolns, and the tasks of the present are the tasks of a more artificial period.

We lay great stress on the importance of providing educational facilities for every child in the state, but unhappily our restrictions are so many that much of the effort to educate is negated by the impediments thrown in the way. The schools are open and the truant officer is active. But that does not provide books and clothing and other incidentals that are now regarded as essential. The truant officer is charged with compelling attendance in school. The child with no suitable apparel does not like to mingle with other children. The child with no books is no farther along at school than if he stays at home, saying nothing of his embarrassment and suffering.

The Pilot has no suggestions to offer, for it is well enough known that our schools are too costly not only in a general way, but that they are too costly to man of the school patrons, which means that their costs defeat the real popularity and usefulness of them. Probably many children could walk to school and save transportation costs that would buy books for them to better end than to spend the money to haul them to school where they arrive without books. Certainly the schools are granted money enough to make them effective for the whole population, and certainly a proportion of the school population is hard pressed to keep within the trussing features of our central laws. This is one of the disfavored government situation, and of our practice of raking the country for taxes and pouring out the money in machine fashion and in general standardized way. Our school system has a grave responsibility ahead of it, with no promising solution.

## TWO CENTURIES OF SERVICE

A few days ago in Raleigh an official of the Federal court observed his ninety-second birthday anniversary. — Samuel A. Ashe. A fine old man himself, a man of a life time of service, still in the employ of the courts at his age, Samuel Ashe is a continuation of over two centuries of useful work by the family of which he is a distinguished member. His progenitor, John Baptist Ashe, an Englishman of standing, came to the Carolina colony about 1727, and here he reared a family which contributed five officers to the Colonial army in the Revolution. He was in the early days a member of Governor Burrington's council. His posterity served the colony and the state in military and civil life, two of the name being elected governor, others to important places in legislative, legal and other lines, to Congress, to places in education, until it is hard to put a finger on any prominent public task that has not been furthered by the name of Ashe. Asheville, the

foremost city of Western North Carolina, gets its name from the prominence of the family.

Samuel A. Ashe came through the Civil War sixty-five years ago and faced the reconstruction, an experience in some ways worse than war. As one of a group of men who held this state in line with the most vigorous progress and intelligent recovery possible he shares the credit of the accomplishments that mark the road the reconstructed state has traveled. Yet possibly it is as a student of affairs that Capt. Ashe has excelled, one of the crowning efforts of his life being his comprehensive "History of North Carolina." Writing history is one of the most exacting tasks in which a man can engage, for along with the judgment and ability to sift and assemble and weigh and compare and analyze facts is required the infinite patience to wade through interminable masses of facts, traditions, rumors, assumptions and impossible statements that that must be reduced to logical and correct narrative presented in form that is readable and easily understood. There Samuel Ashe has ranked himself with Bancroft and Prescott. No man but himself can conceive the endless work he had to take on his shoulders in gathering the material he has presented in his printed pages, and no one but a reader knows how thoroughly and accurately he has held to his lines. A fine old scion of a family of service in the building of North Carolina, and perhaps the noblest Roman of them all.

## ONE SUCCESSFUL STATE INSTITUTION

The prison camp population of the State Highway Commission increased by 310 during August, according to the monthly report issued by the Superintendent, and in September there were 3,614 prisoners in camps, of the number 2,914 being negroes, 1,663 whites and 37 Indians. In August 62 escaped.

Figures from the State Prison authorities say that in May, 1921, the State Prison had 729 inmates. In April, 1928 it had increased to 1,872, and was growing at the rate of 200 a year. Evidently in the last four years it has doubled, which is a startling statement. If it has doubled the increase has been at the rate of above 400 a year. That our prison population is five times what it was 11 years ago is one of the most serious bits of information this paper has ever printed. It gives the lie emphatically to all of that delusion we call the high standard of living. It makes a mockery of our claims of advancing civilization. It ridicules the achievement of our multiplying schools. It puts our churches on the defensive to show where they are falling down in maintaining the moral level of the days not very far gone. It challenges our entire assumption to progressive civilization of any kind. It goes farther. It says we have reached the point where it is up to North Carolina to show cause as to why we are not to be charged with retrogression, with a sinking backward into crime, degeneracy and mental, moral, religious and material decay. It is the most startling arraignment of failure on the part of modern social practice and achievement that this state or nation has ever faced, and the unfortunate feature of it is there is no excuse, no defense, no promise of betterment—not a thing that gives the faintest show of improvement. On the contrary the outlook is for worse reports for the days ahead of us, and with nobody seeming to show the slightest interest in the astonishing degeneration of our standards and our results.

While we fiddle around and waste our time yammering over politics and quarrel with each other over trifles and the frothy vanities of pettyness the leprosy of crime is eating into the life of our social and moral system, and we pay no more attention to it than to the going down of the sun at evening. A report of the prison situation four years ago said, "One fourth of all the new arrivals are under twenty years of age. It is the young people who are filling the prisons. Only three per cent have finished the third year in high school. One-third cannot read or write. Eighty per cent were convicted for the first time, showing that the prison is a young man's game. Two-thirds had not attended school or else had not

## A Tribute to North Carolina

Bruce Barton, author of "The Man Nobody Knows," has written this tribute to North Carolina for the "Parade of the States" Monday night programs of the General Motors Corporation, part of an educational plan to make the country as a whole better acquainted with the individual states—their history, scenic beauty, industries and people.



TO North Carolina, the old North State, the Tar Heel State, the state whose greatness has been achieved by her own native sons and daughters, with little aid from without . . . to North Carolina, General Motors pays its tribute.

One of the thirteen original states, she has played in many fields the heroic role of the pioneer. On her soil was planted the first English colony in what is now the United States, and the first Anglo-Saxon child in the New World was born. Virginia Dare was the child, and her name lingers on in our memories, though her fate is forever veiled in the mystery of the Lost Colony of Roanoke Island.

In North Carolina, on the wind-swept sand hills of Kitty Hawk, the Wright Brothers flew the first airplane.

The Old North State gave the nation Presidents Polk and Johnson, and from the same sturdy pioneer stock sprang Andrew Jackson. Her rugged mountains bred ruggedness in the character of Daniel Boone.

These mountains have not lost either their ruggedness or their charm. Dreamily beautiful they are . . . the Blue Ridge and the Great Smokes, "the Land of the Sky," . . . covered with virgin forests, cut through with foaming rivers, peopled by hardy mountain folk who still preserve in their speech and customs the traditions of Elizabethan England.

From Mount Mitchell, the highest peak east of the Mississippi, an empire of fertile valleys and plains slopes down to the Atlantic an empire boasting climate of splendid variety and an almost bewildering wealth of products.

Down from the mountains come the rivers and streams to be transformed into the magic of electric energy, and so to drive the wheels of hundreds of textile mills and the vast tobacco factories of Durham, Winston-Salem, and Reidsville.

Up to the mountains and to the pine forests go tourists from all over our land, to find health and refreshment and delight at Asheville and Pinehurst and many another beauty spot.

You, too, must go. You must ride along the famous modern roads of North Carolina, penetrating every corner of the state. You must visit Raleigh, the charming old capital. You must see Greensboro, where Dolly Madison and O. Henry were born, and Guilford Court House, the State University at Chapel Hill, and Duke University at Durham, so magnificently endowed by the generosity of one of the state's devoted sons; and the great days along the coast where fishermen and hunters find the sportsman's dream of happiness fulfilled.

On North Carolina's behalf General Motors extends this invitation to the people of America, knowing that a gracious friendliness has ever been the portion of those who come within her borders. Step into your car and go. Go and linger. Nowhere is the past more instructive or the present more inspiring than in the Old North State.

passed as far as second grade."

What are we going to do about it? Not much, unless a few timid souls shudder a little as they read the statement. We have created in our present popular government a disregard for law that is a Frankenstein that we cannot control, and candidly The Pilot expects to see the prison population grow rather than decrease. For who cares? Popular regard for law is a tradition. Our schools are stronger on football than on character. Home life is manifest in automobile drives and moving pictures rather than in any close family contact and influence. The church has lost its authority. Law enforcement is nullified by all manner of delaying and ingenious schemes that have taken the fear from the heart of the criminal. The racketeer governs the cities. Indifference governs the smaller places. Laws multiply, but they do not check crime.

The breakdown is in our moral tone. Law will never make the people better than their own sense or righteousness and their own force of character make them, and there is a point in which we are applying little influence. Popular sentiment is shown in popular indifference and in popular disregard for any wholesome example or serious attempt to observe the social amenities between maid and man. Our standards have been reduced to the one rule of action—who cares? Possibly it is all right, possibly it is sitting over a volcano. But whatever we are going to do we are going to

do, and it is what we do that will determine whether we improve the situation or see it go from bad to still worse. Candidly signs of improvement are not apparent. We have too many other fish to worry about the growing prison population, or the moral degeneracy of the state or nation.

## THE SOCIALIST PETITION

A little tempest in the state teapot involves discussion of the socialist petition now circulating asking the right of the socialist for a place on the ticket on election day. If this is to be a government of the people common fairness would say to give the socialist a place on the ticket if he wants it. No body has to vote that ticket who is not inclined that way, and while this country has already gone overhead into state socialism the profound sophistry that keeps Democrats and Republicans alike from confessing that prevalent practice politically is the extreme of socialism in its tendency we are already more socialistic than socialism has so far advocated. A national socialist ticket has about as much chance in the election as the proverbial snowball in Gehenna, but that is no reason why a socialist has not as much right of free speech and free expression of his political proclivities as anybody else, and common fairness would say that his petition should be signed by enough people to give him the recognition to which he is entitled.

## FROM THE STATE PRESS

### THE SOLDIER BONUS

A man who certainly cannot be accused of Republican bias, Walter Lippman, for years editor of the Democratic New York World, and probably the foremost editorial writer of the United States, in the Charlotte Observer writes of the soldier bonus question as follows:

There are two sides to many public questions but there are not two sides to this question. By no stretch of the imagination, by no possible manipulation of fact and theory, can it be denied that the demand for immediate cash payment is a demand for an outright gift of some \$2,000,000,000 over and above anything that the veterans are entitled to under the law which they themselves forced congress to enact.

That the ordinary veteran has not understood this we may well believe. He has a certificate given him by the government which entitles him to receive a certain sum of money in 1945. He has been told by his congressman and by his own leaders that he ought not to have to wait until 1945. Why, he asks himself, if the government owes him, say \$1,500 in 1945, should it not pay him that \$1,500 in 1932? The answer is in the nature of compound interest which can be studied by looking at the tables printed in the World Almanac.

Suppose I promise to pay a man suppose that the rate of interest on money is 4 per cent. If I put \$100 in

\$220 twenty years from now and the bank now, that \$100 will, at compound interest, be about \$220 in twenty years. For at the end of the first year it will be \$100 plus \$4 interest or \$104. At the end of the second year it will be \$104 plus 4 per cent of \$104. In this way, without any further contribution on my part the fund will grow year after year, and so, by investing \$100 now I am able to pay my friend \$220 at the end of twenty years.

But suppose he says to me: Pay me the \$220 today. This means that I have to take out my earnings \$120 more than I promised him. If I am willing to pay, it's a gift; if he forces me to pay it, it's a hold-up.

The actual calculations of the bonus are more complicated but the principle is exactly the same. It requires a little effort to understand it, but once understood the conclusion is mathematically absolute that to cash the bonus now is to do a grave injustice to the mass of the people by forcing them to pay two billion dollars that they do not owe to any one. So clear is the case, that unqualified opposition to cash payment may justly be considered a test of the sincerity of any public man and the Republicans are entirely justified in asking Governor Roosevelt to state his position.

One Dollar will keep the son or daughter posted on home doings while away at school. Send him—or her—The Pilot.

## Grains of Sand

The new "Who's Who in America" lists seven residents of Southern Pines, one of Aberdeen, one of Carthage, which is the total for the Sandhills according to the geographical index. We have not seen a copy so we cannot give you the list yet, but we do know that it is incomplete from our standpoint, for Mr. and Mrs. Struthers Burt are listed from Wyoming, Walter Gilkyson from Philadelphia, Maude Parker from New York, and they are more of Southern Pines than of anywhere else.

A fire in West Southern Pines Wednesday morning did not amount to anything except this: It proved the value of opening up Pennsylvania avenue through to the colored settlement, for had the apparatus not been able to speed directly up that thoroughfare to the scene the house would undoubtedly have burned down.

Come on over to Aberdeen next Tuesday and hear the auctioneer's wondrous language at the opening of the tobacco market. There is nothing quite like opening day in a tobacco warehouse.

Football has quickly taken the spotlight from baseball. Carthage High School has already played one game, Aberdeen High plays Elise on the 30th. Southern Pines high is organizing its first eleven in several years. Don't be surprised if the boy comes home with a bloody nose most any afternoon.

Winter homes in Pinehurst and Southern Pines are shedding their blinds, lights appearing in the windows at night. Another season is upon us, and here's hoping it may be a good one.

Hoover and Roosevelt are nip and tuck in the first returns from the Literary Digest poll. The Democrats lead in Pennsylvania returns, something to give the G. O. P. concern, coming as it does on top of the election in that other rock-ribbed Republican state, Maine.

A woman advertised for a servant in last week's Pilot and informs us that she received replies from Cameron, Vass, West End, Carthage and Myrtle Beach, S. C. "Your paper must go everywhere," she said. Well, the truth is if she waits a little longer she may hear from London, Paris, China and other distant points. The Pilot does go almost everywhere.

That altitudinous pair, Dr. A. H. McLeod and Bion Butler, claim a partial victory in their campaign to raise awnings in Aberdeen sufficient to permit their craniums to clear in passing. Most of the stores have raised them, they announced yesterday, but a few haven't. We understand they plan a boycott on those that haven't.

Bring your tobacco to Aberdeen.

## CHRISTIAN ENDEAVOR PRESENTS A PAGEANT

"The Kingdom Highway" a forceful and impressive pageant, was presented in a lovely setting of golden-rod and pines at the Presbyterian Church in Aberdeen last Monday afternoon at the close of the regular meeting of the Woman's Auxiliary. It was given by the members of the Christian Endeavor of that church, and under the direction of their president, Mrs. W. A. Blue, and all those present felt they had received a worthwhile inspiration for carrying on the church work.

## McLauchlin Named Coal Company Trustee

### But Group of Creditors Objects and Matter Goes to Judge Hayes

At the first meeting of the creditors of the Carolina Coal and By-Products company, held in Carthage last Friday, D. A. McLauchlin, Vass, was appointed trustee by Referee H. F. Seawell, Jr., after nomination by some of the creditors who were represented there. Another group of common creditors, nominated J. H. Kennedy of Cumnock as trustee. An appeal over the appointment of Mr. McLauchlin was made and the matter will be carried to Judge Johnson J. Hayes of the United States court.

According to some of the creditors present, the appointment of Mr. McLauchlin will be contested on the question of validity of powers of attorney, given by some creditors to others who favored Mr. McLauchlin. These creditors are understood to claim that Mr. McLauchlin was the choice of the bondholders and stockholders, who are creditors.

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**Dr. J. I. Neal**  
 Veterinarian  
 at Swinnerton's in Southern Pines on Monday—at Pinehurst Dairy on Thursday.

## LAST BARGAIN FARES OF THE SEASON

September 30, October 1  
 ABERDEEN TO

New York	\$ 9.50
Philadelphia	8.50
Atlantic City	8.50
Pittsburgh	10.50
Baltimore	6.00
Washington	5.00

And Return  
 Tickets Sold for all Trains September 30th—October 1st—Washington and Baltimore Tickets Limited Returning to leave destination prior to Midnight October 3rd; Other Points October 4th.

Reduced Round Trip Pullman Fares  
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WE OUTFIT THE FAMILY!

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 Silk Dresses ..... \$3.95 to \$5.75  
 Coats, Sport and Dress ..... \$10.75 to \$15.00  
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 Prints, fast colors, 36 inch wide ..... 10c and 15c

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