

THE PILOT

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A CAPABLE GOVERNOR.

Friday night Governor Ehringhaus will be the speaker at the meeting of the Chamber of Commerce here tonight. That he will be received with much cordiality is realized by everybody, for the folks have a high regard for the office the governor occupies, and in the case of the present official a rather unusually high regard for the man. He came into his place of authority after a warmly-contested campaign, with some indifference as to his administration, but he has proven a capable executive and a tactful force in state affairs. It is correct to say that he has won, by his intelligent and skillful operation of his tasks, the confidence and appreciation of many people who were not on his side when the election took place, and that he is today one of the real leaders of public thought and policies in the state.

From a possibility Ehringhaus has become a fact, and the fact is one that is acceptable. Perhaps his character is indicated as much as by anything in his attitude toward the license tags in December when he announced that the state law says vehicles must have new tags on January 1, adding that he had no authority over the law and no choice but to enforce it. Whether a driver has a new tag or an old one is not a great matter in itself, but whether a governor of the state recognizes a law as a real law and enforces it or ignores it is decidedly a thing of importance in the affairs of the state. Right there the governor indicated that the laws of the state are not made for the sake of keeping the members of the legislature out of mischief. He probably did more in that one single act than some governors of some states have done in a whole term of office. Ours is a lawless nation, and unless we have more decisive adherence to law, as our present executive has indicated, we are building for trouble.

CALLS FOR MR. SPENCE

The suggestion two or three weeks ago that the people ought to call out candidates for the various state and county offices has awakened considerable comment, and The Pilot has been asked to voice the urge to U. L. Spence to be a candidate for the legislature. The earnestness in this idea of the people selecting the candidate is rather interesting.

One man presented the Spence case in this manner: "I don't know whether Mr. Spence would listen to a call to be a candidate or not, for it involves the sacrifice of time and money that brings no possible financial return, and not much in any other way beyond the knowledge that the sacrifice is for the common welfare of the state and county. I am for Spence if he is willing to be a candidate, but I am not going to urge him to run, for I don't know any reason why I should ask him to give his time to legislative work for the rest of us any more than why he should give his time to trying a case in court without pay. My attitude is wholly one of the common welfare. Spence is conceded to be one of the most capable men in this part of the state, and his rating and character are high. His services are in demand by people when they want a recognized capable agent in legal and business affairs, and

his work is evidence of his value to those who employ him. I shall certainly vote for Spence if he comes out for legislature or judge, but I am not going to urge him to be a candidate without backing him as far as I can if he comes out. This state at this time needs in Raleigh the ablest men we can send there, for we are carrying on a vast business that involves millions and millions of dollars and all the rights of the citizens, all the laws and lawlessness, all the schools, highways, industries, taxation in the millions, and an endless list of responsibilities, and the job is one that requires the best men the state can provide. This is no time to send a boy on what is a grown man's errand. Candidly I am not going to urge Spence to be a candidate. I think any capable man should enlist in the common tasks, and Spence has already done that. If he will submit his name for the place I will be a recruit in the ranks and rejoice to heaven that he undertakes the work, and if he will not run I am for the next best man who will consent. When I say next best I don't mean good fellow, or a man with an axe to grind, but a sincere worker for state, county and national good."

Another suggestion has come which thinks Spence should be a candidate for the Senate rather than for the lower house. This idea has come from two or three persons in the last two or three days, with the positive statement of helping along in the battle should Spence consent to make the race.

Mr. Spence has not made any statement that could authorize The Pilot to say for him what he might think about the proposition, but now is a right good chance for him to speak his mind if he will heed the call.

Incidentally the name of G. C. Seymour, of Aberdeen, has also been proposed by two or three persons for the legislature. Whether he would entertain the idea is not known, but he is very highly regarded as a capable business man.

To which The Pilot subscribes.

THE TRAVERSITY OF FARM WAGES

In some ways the Federal government's statistical organization is a valuable agency; in some ways it is a tragedy, and in some ways an amusing travesty. John Doe gets a plank from the Agricultural Department asking a lot of questions about his farm for the past year. Among others is the question as to the estimated value of farm labor during the year. Some of John's neighbors have answered the question by figuring that farm labor is worth so much an hour, and that the farmer works so many days, hence the value of the farm labor amounts to so many tangible dollars. But the particular John now in mind replied to the question: "Farm labor is estimated on my farm by what it produces. If it will not produce anything it is not worth anything. As we, at our house, used on the home table about everything our labor produced, our labor cost is the value of the nutriment we received from the food, the fuel for the fires, and similar things that we can not put a value on, or our stomachs keep no schedule. A lot of labor has not been worth anything, and I see no reason for saying it is estimated at forty cents an hour or any other figure, for our stomachs will not accept that rating."

In telling about his blank John went on to say that a man who goes fishing and comes back with one small catfish does not insist that his labor for the day is identical with that of the man who comes home with a string of fish that will feed the family two or three days. In such a case the man with the one small catfish would have to argue that he lost money by his day's work, when you know he can't lose what he does not have. John says when he digs a bushel of potatoes he puts them in the hills, and when they are eaten he does not credit himself with wages, for he does not know the value of the potatoes to his hold on life. He works and makes what he can and if he says his stomach will credit him with fifty dollars for a bushel of potatoes rather than starve he figures that bushel of potatoes is about fifty dollars. He insists that farm wages are what you

get for your product, and that to fix the wages and then say you have lost money if you do not make stuff enough to indicate such a wage is fooling yourself. Either the farm maintains the family or does not. But in either case it does better than no job at all, and if maintaining life is a tangible accomplishment the farm wage is what life is worth.

John is no fool. He does not get his hair curled by figures from Washington on the theory that a man's time is worth money, for John says if you can't sell a thing the price is worth nothing no matter how many columns of figures you present. Farm wages are nothing until something is put in the cellar or smoke house. May be they ought to be tangible, but the difference between ought to be and is a big one. So John's answer to the government was indefinite, as it was obliged to be.

THE LITTLE MAN AND THE BIG MAN

Already a note has appeared on the surface indicating that the corporation is to be a target in the coming campaign. Not that any specific thing is money, and gouges the little man, and all the other things that are handy to lay at the corporation's feet when election comes along.

It is unfortunate that such stuff finds a place in our politics, but it is such easy material to work that it is one of the first things to come to the front. We have in Moore county a number of corporations, including the Seaboard railroad, the Norfolk Southern, the Carolina Power & Light Company, Pinehurst, Inc., some factories and smaller institutions, and it is fair to inquire into the damage they all do to the community, the county and the state. Without them we would take down the sign tomorrow and sow grass in the streets of the villages. Without the Seaboard railroad Southern Pines and Pinehurst would be graveyards. Without the Carolina Power & Light company we would sit in the dark. Without the Pinehurst Silk Mills, the Vass Cotton Mills, the Carthage Hosiery Mills, the furniture factories and other incorporated industries we would be without pay rolls.

Without the taxes these corporations pay Moore county would have no schools; we would have no roads; we would have practically nothing, for while the state doles out the money, it is an easy guess that if we as a county ceased to pay our proportion of taxes the rest of the state would stop contributing to our public expenses. The corporations are the principal employers, the principal taxpayers, the largest buyers of supplies that keep other factories running, and while they are the most convenient thing in the world in political seasons to kick, they are as indispensable as the sunshine and the rain and the crops and the general contribution of all of industry to the welfare of the country and the people. There is not a town or county in the state but would break its neck this minute to attract a corporation to its midst, be the corporation as big as the General Electric or the United States Steel. But while we would wear out our shoes and our voices and our energy trying to attract a corporation we at once begin the verbal warfare against any one of them that can put up two dollars to do something in any community.

Corporations are not the note that is to be sung in politics in this county this year. That theme has been sung threadbare and it is time to lay it aside and make an honest to God struggle to bring up some of the things that are really practical and that pertain at this time and in this section. This is no time for ballyhoo and grandstand play. If every corporation in the United States should threaten to come to Moore county The Pilot would join in a vigorous welcome, and so would every other man in the county, no matter how vigorously he might be as an anti-corporationist for political talking purposes.

THE PENNSYLVANIA RAILROAD

The announcement that the Pennsylvania Railroad has started its big \$77,000,000 project to continue its electric lines into Washington is the one sign of absolute promise that comes out of

the cloud of depression. This is no relief scheme with money given out for the sake of providing employment, hence it is in no sense charity or public dole, but a bonafide business project paid for by the company, and for the purpose of making the road more efficient in carrying on its vast business. It is true that the money has been borrowed from the government, but it is also equally true that it will be paid back, for the Pennsylvania Railroad has not been a defaulter, and has to its credit a business record that tells of no year in its history without a dividend, which is the test of successful business.

The company is putting on thousands of men on lines and in shops to carry the extension of electric operation into Washington, which will then make an electric railroad from New York through Philadelphia to the southern end of the big system. Already the road is operating from New York with electric power south of Wilmington, and the extension will mean simply a continuation of what the Pennsylvania has been doing right along in its extension of improved facilities for handling its traffic. When it finishes the Washington job it will turn to the Pittsburgh lines and push westward, the ambition being to supplement coal haulage with wire power on its entire main line.

Several important deductions are to be drawn from this decisive and expensive project. One is that the company is not scared by business conditions and is willing to risk its money on the certain and speedy recovery of the country. It is not resorting to any artificial stimulus, but is depending on actual and substantial business and puts its money into new construction to be ready for what is ahead. One move like this is worth a dozen gestures that introduce untried theories and possibly impractical schemes. The Pennsylvania Railroad is following a solid and strictly business course and its policy will start other lines of manufacture and industry, for it will call for much material as well as much work. If other big concerns could follow the example of this company and build for the future, which must be done sooner or later, and if government and citizen and everybody else would encourage such bold policies as this instead of frightening capital and tying industry hand and foot with dangerous experiment and troublesome fetters the country would all the sooner begin to get on its feet.

The Pennsylvania Railroad has always been a pioneer developer and a bold leader in legitimate business. It has made the growth of the nation the possibility that has built so much of the United States, and much that it has done has been in the face of opposition from many sources that should have been much more helpful. It has been bled by grafter, held up by the tax collector, hogtied by politics, skinned by every plunderer who could bring a claim for anything under the sun, and all the way along it has served the whole country.

The Pennsylvania Railroad is one of the most essential helpers of the North Carolina resorts, and every step it makes for advancement is another asset to this community. Possibly it may be a long time before electric haulage comes south of Washington, but the fact that all of New England, all of eastern New York, Pennsylvania and New Jersey are made more accessible to Southern Pines and Pinehurst, that with the further extension of electric service toward Pittsburgh the whole western area will be in easier contact with this section, indicates the vast importance of what this progressive company is doing for the success and progress of this neighborhood.

BIRD LOVERS CONTINUE WEEKLY MIGRATIONS

This Sandhill region is a particularly good one in which to see and study birds in their winter plumage and the Southern Pines Bird Club has quite a little literature, as well as experience, to aid those ready to take up such a hobby. Last Tuesday morning the cold wind made the enthusiasts glad to return promptly from the woods at 10:30 to the New England House where the after meetings always develop interestingly. Newcomers will be welcomed any Tuesday at 9:30 when the hunt begins.

Grains of Sand

Southern Pines bids Governor Ehringhaus a cordial welcome and will demonstrate its feeling for him tonight at the Highland Pines Inn.

With the State's chief executive making the principal address; prominent writer and after-dinner speaker, Wallace Irwin, another on the toast list, and one of the nation's leading authors, our own James Boyd, as toastmaster the dining room of the Inn should be taxed to its capacity this evening.

After witnessing the production of "Carolina," a movie based on Paul Green's fine play, "The House of Connelly," we don't blame our North Carolina playwright for penning a diatribe against Hollywood in Wednesday's Raleigh News & Observer, nor the News & Observer for the following editorial comment:

Paul Green, of Chapel Hill, wrote a play called The House of Connelly. It was the intelligently written and deeply moving drama of the decay of an aristocratic Southern family. This week in Raleigh a cheap and tawdry movie in the Hollywood tradition of Southern romance, called Carolina, announces that it is based on the play. It is based upon it. It contains enough of the play to make the movie a caricature of fine work and worthy creation. It does not contain enough to lift the movie out of commonplace. Indeed, the cross between work of art and cheap, stereotyped direction results here in a movie less pleasing than most conventional movie offerings.

"The picture completely corroborates Paul Green's recent statement of his own disillusionment. In that statement, Mr. Green says:

"The studios have a product to sell to the masses of the world, and in order to sell to everybody they think they must strike a common denominator of general illiteracy and bad taste.

Certainly that is what the movies have done to Green's own excellent play. Perhaps, as Greens says, the movies find it good business to make beautiful things cheap things. If so, it is a pity. Why, one wonders, if the work of conventional bad taste is the product desired, do the movies in the first place buy good things for the purpose of destroying them? It would seem to be both simpler and cheaper to disregard thoughtful artists altogether and go straight and inexpensively to the common denominator of common taste."

From the State Press

THE SANDHILLS HUMMING

Florida is not getting all of them, as information from Pinehurst and Southern Pines, centers of the Sandhills recreational grounds, indicate that the year 1934 "will go down in the archives as one of the busiest in its history." The Pinehurst Outlook says everything is set for a busy season and the tourists are rolling in every day. The local guests have their own way of making the reception of visitors one of more or less of exciting interest. For instance, when a party from New Brunswick, N. J., stepped off the train at the Southern Pines depot one day last week they were greeted by their hosts and loaded, not into an automobile, but into an old-time trolley coach. The hotels and boarding houses there are humming, and among the guests are some of the richest folks in America. Things in and around Pinehurst and Southern Pines have undergone a wonderful change since Leonard Tufts, father of the development, turned the first spadeful of sand, back in 1902.—Charlotte Observer.

Correspondence

THE MODERN JUGGERNAUT

Editor, The Pilot:

Newton N. Baker said "the studies of a life time have convinced me that while there may be some ethical gains from legislation, the major ethical gains of life are from self-discipline."

Much has been said and written about the appalling fatalities on our State Highways, but our former War Secretary's words bring out a most interesting philosophy of life, especially in reference to the numerous suggestions for "new laws" preventing automobile accidents.

A little serious thought will show us that "self-discipline" is a fundamental principle in all our relations with each other, private and public, which includes automobile accident prevention.

Since Moses brought down the Ten Commandments, which he thought covered every human complaint, the shibboleth of every social reformer has been "there ought to be a law." They opine that man (and woman) is today an irrational animal and by putting another law on record, tomorrow the same animal is made a rational animal.

All progressives would be glad if this might be accomplished, but it has not yet happened. From the time man began to stand upon his hind legs and walk, society has had to endure various pains, troubles and trials, some of which grew so terrible that the wise ones declared the old world had gone too far, that civilization was going to the bow wows. However, we have waddled on through till our prosperity and living scale is the highest yet attained in the records of history.

With all our vast accomplishments in life, we have not avoided many modern pains, but history proves that most pains pass after time, and the experience leaves a better race and nation, regardless of the pessimist's views.

Today's distressing pain is the almost hourly slaughter of innocent persons by the modern Moloch, the automobile operator. The most interesting feature of it is the rather indifferent attitude of the average citizen, and how to bring about a change in the sleeping civic conscience.

Many ideas have been proposed to halt this death dealer's blows, but so far there has been no effective plan arrived at since the fundamental principles have not been defined or understood.

When one observes carefully the driving of others, his own driving and the compiled records of accidents, there comes to mind these final conclusions:

- The great number of automobile accidents are caused by individuals, both in and out of cars.
- Rarely are accidents caused by the automobile itself.
- Reduction of automobile accidents is primarily in the hands of the individual.

From these deductions, if they are sound, the answer to the problem is "self-discipline" and not the need of MORE LAWS.

An ideal state is one without laws, and if we were all normal our actions would not require laws to govern us; the average citizen governs himself not because of the law's punishment or reward, but because of his natural sense of respect for others. Such an ideal condition will not come in the near future, but we feel that until the individual automobile driver comes to a mental realization of his personal responsibility, the slaughter will continue.

—NICHOLAS L. GIBBON.

January 30, 1934.

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