

**THE PILOT**

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**TWO ABLE LEGISLATORS**

It should be very gratifying to the people of this section to be represented in Washington by such constructive legislators as Senator Bailey and Representative Lambeth. Both these gentlemen have been in the limelight during the past week, the Senator through his grilling of Secretary of the Treasury Morgenthau on the financial state of the Union, and Congressman Lambeth through the most able address he has yet made in the House, on the removal of trade restrictions as a preventative against war and a step toward recovery.

Let us quote from Mr. Lambeth's speech:

"I am a member of your Committee on Foreign Affairs. We have been very seriously considering for the past two weeks a most important piece of legislation—the proposed neutrality bill—which will probably be on the floor of this House during the coming week. This is an attempt to keep our country from becoming involved in war, because all fear that a great war is all but inevitable within the near future. We cannot pass a neutrality act which will be an absolute guarantee of peace. It is not within the ingenuity of man to legislate so that we can be assured we shall not become involved in a foreign war.

"I think the best way to prevent war is to attempt to get rid of the causes of war, and the three countries that are threatening to disrupt the peace of the world—and two of them are now disrupting the peace of the world, namely, Italy and Japan—have a very small supply of raw materials and practically none of the fundamental raw materials. Italy has no oil, no coal, and no cotton. On the other hand, the United States, Great Britain, and Russia control three-fourths of the fundamental raw materials of the world.

"It is my humble opinion that if the restrictions on trade between nations could be removed, this would be an important step, and the Honorable Cordell Hull is today doing more in this direction than any man in the world.

"Mr. Hull believes it is wise to uphold our standards of living, but unwise to cut off all imports, and between these two policies there is a great gulf. On one side is the hog combine of special interests, which wrote the Hawley-Smoot tariff bill, and on the other side is sanity, a free movement of goods, greater employment, and consideration of the consumer. There is a difference between tariff policies which protect industry and labor against unreasonably low cost production—example, cheap Japanese textiles—and a policy which stifles trade between nations and breeds monopoly.

"Now, I believe if these countries could trade their products for ours; if commerce between nations moved freely, self-sufficiency would be unnecessary and the present tension in the world would be eased. \* \* \* It is fitting that the United States take the lead in bringing the world back to sanity of trade.

"During the period from 1925 to 1929 the world system of distribution was broken down by tariff barriers, the inter-national debts, and the maldistribution of gold. Currency manipulation soon followed, and nations have been fighting not with guns and soldiers, but with depreciated currencies and tariffs in deadly warfare."

Mr. Lambeth then cited figures to show the effect in the nation and in North Carolina of foreign trade under the Hawley-Smoot tariff act between 1929 and 1932. The percentage of decrease in this state was 67.2.

He cited the example of our trade agreement with Cuba, since the passage of which in 1934 our exports to the island have increased 60 percent.

"This means that people have been put to work to produce goods shipped to Cuba, and if our trade agreement stands, as we have every reasonable right to suppose, they are permanently given work. This is the kind of reemployment that is needed to foster private initiative and give business a permanent stimulus. If our trade agreement already entered into and to be entered into with other nations are only partly as successful as that with Cuba, millions of our unemployed will be given work and we will be well on the road to a sound and permanent recovery.

"That is the way out. Not by panaceas, not by economic quackery or political demagoguery, will recovery be brought about. The best index to recovery is not the stock market but the reemployment in normal work of men and women who are able and willing to work. Progress must come in an orderly manner. It must be con-

structive and sound and bring us safely into the port of a more peaceful and happy and prosperous world. We cannot prosper unless the world is prosperous. Too much was expected of the N. R. A. It failed because it was locked upon as a panacea. Much within it was good, and much that it stood for will eventually be adopted. But this must be remembered: Human nature and institutions cannot be changed overnight.

"International trade means more friendly relations. Between us and Canada we have built tariff walls which have made for unfriendly relations between the two countries. In discussing the trade agreement with Canada, let us bear in mind that we are Canada's second largest customer and Canada is our second largest customer, but exports from Canada to the United States dropped from \$503,000,000 in 1929 to \$232,000,000 in 1934, or 54 percent. Exports from the United States to Canada dropped from \$899,000,000 in 1929 to \$302,000,000 in 1934, a decrease of 66 percent.

"If we do not hold these foreign markets, we have not yet seen the beginning of regimentation. The question is clear-cut. Shall we produce for the world market or shall we produce for purely domestic consumption? The inevitable sequence is further regimentation and restrictions, higher unit costs and prices, lower consumption, more unemployment, less purchasing power, twenty millions on the dole instead of ten, lower standard of living, social decay and political disintegration, dictatorship."

**RUSH HOUR ON THE SEABOARD**

Scene: The Seaboard Platform in Southern Pines.

Time: The last night of the Christmas holidays.

Travel is heavy. In almost total darkness, the cinder path along the tracks is crowded with folks waiting for the train. Their families and friends have come down to say goodbye. Everybody stands huddled together to keep off the wind. The bags are somewhere, guarded by Hilton or Johnny or James. It's hard to tell just where anything is in the dark, but a gleaming eye or white teeth or perhaps your shin connecting with the edge of Aunt M.'s pet suitcase helps you to locate the luggage. Better get everything together before the rush for the train begins. Where's young Bobby's golf bag? Bobby? Where's that boy? Off looking for that girl from The Paddock, is he—he'll never find her in this crowd and darkness. Dan, climb over that chain and see if Bobby's clubs have got in under those magnolias. Good. Now if we can just find out what car you're in. What's it say on the tickets? B—B—Doggone if I can see a thing. Here, let me get through over near the light. B—Now what number would you call that? B.38, I'd say—B.38 or 58. What'd that man say? Two sections? Are you sure? Dan, run up to the station and ask Mr. Bailey what section B.38 or 58 is on. (A long wait. The lights change.) What's become of that boy? Here he is—two sections. We're on the second? All right. Now everybody just wait; no use getting excited. Here she comes; get out of the way!"

She looks pretty powerful as she rolls in and she is going so fast we are right at the last car when she stops. Half the folks make a rush, but we stand our ground, the negroes, bags and ourselves, to wait for the second section. Yet a remembrance of once before when we waited for a second section and had to sleep in uppers because we ought to have gotten on the first one comes to mind and we step up and ask the brakeman: "Is B.38 or 58 on this train?" "Yes ma'm," comes the prompt reply,

"I think maybe it is; on up front." Then what a mobilizing of forces takes place, what a rush, what a calling and running, what a falling over Aunt M.'s bag and young Bobby's golf-clubs, what a cussing and scurrying. The old folks run, the children run, the negroes run battering through the crowd with the bags.

Finally we fight our way to the Pullman conductor who stands, like Horatius, defending the steps. But he is confused; first he says B.38 or 58 is not on this section. Then, glancing

at his orders, he says it is two cars ahead. He is answered by angry denials. The polite banker screams furiously that two cars ahead is X. 112, there is no B.38 or 58. He begins to waver, porters push by him with bags, the whistle is tooting. A hurry call comes through: the porter has put up the wrong number, X112 is really B.38 (or 58). "Everybody get on here!"

There is a rush for the steps; James wades on with the bags; Aunt M. is half on when a hurried brakeman gives the high sign and the train starts. A yell

goes up like the yell of the crowd outside the Bastille: "Hey! Stop the train! Wait!" Aunt M. and James meet on the steps in a desperate scuffle; The Paddock girl screams to young Bobby from the vestibule; the polite banker dances up and down; half his family is on and half off, including himself—what will happen to Wall Street! Worn families resign themselves to another night and day of young Bobby who lets out a warwhoop of joy. Then lanterns are waved, brakes grind on and the train stops. The crowd unscrambles itself and climbs aboard while James returns, all smiles, to Moore county soil. The good old Seaboard has once more fumbled and jumbled the big Christmas crowd aboard and is steaming on its way.

But as the exhausted families drive home a good many of them talk about the evening's experience, so like other experiences many of them have had taking the same train. They wonder if it is just one of those things or if perhaps something could be done about it. Someone suggests using Aberdeen as a station where the train is obliged to wait to pick up the Pinehurst car. A few ignoble souls even say they would rather drive to Pinehurst and get on in peace and comfort than go through such a struggle again. Most of them feel that that is indeed far-fetched, not to say unreasonable, and take to considering ways of making the Southern Pines station arrangements more convenient.

It would be fine, for instance, if the station agent could find out in advance the numbers of the cars and mark them up in the proper order on the bulletin

board at the station. Then, it is absolutely necessary to have flood-lights which would light up the entire cinder track. Possibly the path itself should be wider. In their zeal to hide the tracks and beautify Broad street the Chamber of Commerce may have put the planting in a little too thick and too close. Perhaps some should be cut out, if possible leaving the magnolias with their lower limbs trimmed. They make a fine shade in the summer and when it rains.

Then, here is a rather radical suggestion, but it may have some good points: How would it be to eliminate the cross at New Hampshire avenue? It is a rather dangerous crossing, as the station obstructs a view of the tracks; moreover it is not needed. The fact is, there is no reason to have all our avenues cross the tracks. Foot-paths might be left across, but there is no need for more than three street crossings: one at each end of town and one in the middle. Or if this seemed too few, how about eliminating every other crossing beginning with Vermont? Such a plan would allow for more planting, and at the same time benefit the merchants by giving additional parking space in the shopping district. It would eliminate a few dangerous crossings—and, incidentally, perhaps some whistle blowing. It would improve the looks of the town enormously. But also it would cut down on the upkeep of the railroad line through town. By offering the Seaboard that inducement perhaps they could be persuaded to make the improvements in lighting and service which are so badly needed.

—K. L. B.

**CARO-GRAPHICS** by Murray Jones, Jr.

**BANKS**

**DO YOU KNOW YOUR STATE?**

**INDIAN LANDS**

**FRUIT**

**DID YOU KNOW THAT IN 1865 EVERY BANK IN THE STATE HAD TO CLOSE ITS DOORS INDEFINITELY**

**DID YOU KNOW THAT ROBT. WILSON, OF BROADWAY, A JUNIOR AT WAKE FOREST, HAD LUMBER SENT TO THE COLLEGE, FROM WHICH HE BUILT HIS OWN 9'X12' DORM.**

**DID YOU KNOW THAT IN 1771, THERE WAS SO MUCH COUNTERFEIT MONEY IN N.C. THAT THE STATE GOVT. CALLED IN ALL OLD CURRENCY AND MADE A NEW ISSUE**

\* THE EDITORS OF CARO-GRAPHICS INVITE YOU TO SEND IN INTERESTING FACTS ABOUT YOUR COMMUNITY \*

**"I'D RATHER HAVE A BUICK BUT"**



*What do you mean, BUT!*

**WHAT** keeps you from driving a Buick—not next year—but now—today?

**Is it the money?**

Time payments on a Buick are but two or three dollars a week more than on the lowest-priced cars—less than that, when you figure the "extras" a smaller car usually calls for.

**Is it the upkeep?**

Buick is a big comfortable car that gives small-car gas mileage, small-car mileage on oil. You'll keep a Buick at least a year longer than you'll keep a lesser car—and probably spend less on it for service and repair in the meantime!

**Could it be habit?**

Maybe you get used to buying in the low-priced field—you get the idea a big car costs too much to run—you resign yourself to small-car comfort, ability, performance—and plain human nature keeps you from inquiring further!

Maybe a Buick is a bit beyond your reach. But let's not admit it until we've got the actual figures!

We'll gamble our time against yours to show you just what a Buick will cost—to buy—to run—to keep in good condition. We've surprised many a small-car owner with our thrifty figures, thrilled them with a demonstration.

Let us show you our arithmetic—and what a Buick can do out on the road.

It won't cost a penny—and it may make you a lot happier—with a Buick!

**IT COSTS LESS NOW TO BUY ON TIME!**

The new GMAC 6% TIME PAYMENT PLAN not only makes it easier to figure the cost of buying on time, but saves money that you can use to get a better car. For example, a Buick Special business coupe listing at the factory (safety glass included, standard and special accessory groups extra) at only . . . **\$765\***

\*Subject to change without notice.

**"Buick's the Buy"**

**Martin Motor Company**

**Sycamore Street**

**Aberdeen, N. C.**

**WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM**