

THE PILOT

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THE PACT PLUS

The Atlantic Pact is the obvious continuation of the foreign policy which has been followed by our government for the past two years. More and more it has become evident that the Marshall Plan and ECA, as they built up Europe's economic status, would be followed by an alliance for defense.

The prompt and decisive manner in which the United States is carrying out this policy is something rather different from this country's usual actions. It seems probable that the Senate will confirm the agreement with a minimum of question, and that, almost before we know it, we shall be for the first time in our history a member of a foreign military alliance in time of peace.

The basic proposition behind this policy is one of intimidation of Russia. Many have believed that if Hitler had known he would have the whole civilized, (so-called) world against him, he would never have gone on the rampage, and therefore that the way to prevent war with Russia now is to let her know, in advance just what she will have to deal with. This is the policy: We are committed to it and this pact is in direct line with it.

But, though the country is probably pretty united behind it, there are some people who are more than a little worried. They point to the weakening of the idea of the United Nations which such a pact inevitably suggests, and, also, to the long, long history of military alliances and their failure to prevent war.

Some of these people have recently come forward with a plan to extend the Atlantic Pact, to make it less of an alliance for war and more of a constructive body for peace. Leaders of several of the World Government groups, notably Judge Roberts, Robert Patterson, former Secretary of War, and Clarence Streit, have joined forces and are urging this country to take immediate steps in this direction. It is noteworthy that one of the things they advocate is "an open door" to other nations, so that the Atlantic Pact may gradually be enlarged to include the United Nations.

This seems rather a footless business. Why not stick to the United Nations as it now is and try to amend the charter to make it an effective body? That is the first thought, but, when one considers all that has been going on lately, the inflamed feelings and the angry speeches across the council table, the ultra caution of United States UN members, who are terrified of any suggestion of change, it is understandable if perhaps unfortunate.

So, though one is tempted to groan at the formation of yet another committee and to wonder if there is any chance at all of injecting more construction toward peace in this war-like measure, we believe the move deserves support. Every attempt toward the friendly way, toward the peaceful way, in our dealings with Russia deserves support.

For we must not forget that intimidation is fundamentally a poor basis for getting along for very long, and, somehow, Russia and ourselves are going to have to find some other means. Any other outcome will mean the end of both of us.

TWO ADS

Two advertisements have appeared lately in the press which are a sad commentary on present day human relations. One is issued by the heads of the eastern railroads, the other by the Brotherhood of Locomotive Engineers, the most powerful of the railroad unions. Both are a part of the struggle between labor and management, and both are equally dishonest.

They have to do with the number of men to be employed on diesel engines. Labor asks for the addition of a third man to the present team of two. Labor's case is that, though the engineer and the fireman-helper, the present set-up, are both stationed in the cab, the latter's job consists of taking care of the three other units of the engine, which stretch

back for a distance of 75 yards. If there is something wrong, the fireman-helper may be absent from the cab for a considerable time while he is working on it. The engineer will then be entirely alone. In dramatic language, the labor ad asserts that "disaster after disaster" has occurred when the engineer was suddenly stricken at his post. The advertisement maintains that there should always be two men in the cab of a speeding diesel.

The other ad, issued by management, calls this plea of labor "feather-bedding." It claims that the safety device, designed to stop a train in such a case, is "almost foolproof" and that diesels have made the highest safety records in all railroad history. It asserts that labor is making this demand simply to force the railroad to employ more men, and makes the stinging accusation—"feather-bedding: pay without work!"

The layman, who knows little about all this can only heave a sigh of discouragement over this exchange. It profits nobody but the newspaper, and probably it fools nobody. Why cannot these two groups, each of whom depends on the other for survival, get together instead of wasting their money and energy fighting this battle in the press!

The arguments of both hinge on the safety device. In simple terms: this is a pedal, pressure upon which keeps the train running. The supposition is that, if the engineer were suddenly stricken, his foot would slide off the pedal and the train would automatically stop.

Advertisements are supposed to appeal to public opinion, and what the public wants to know is: how safe is this safety device? Management says: "almost"; "almost foolproof"; "almost entirely automatic." Labor talks wildly of "disaster after disaster." It is noteworthy that neither side describes the device or presents any actual figures on its record.

There is no search for truth here. Under the guise of concern for public safety, labor presents a plea to put more men to work. Management, is equally callous; a safety device which is only "almost" safe is not going to strike many people as being safe enough. If it is only "almost" automatic then labor's plea for an extra man in the engine cab seems very reasonable, no matter what the motive back of it.

It is the motives on both sides which are deplorable, especially when allowed to influence this matter of public safety. For they are the motives of the war between labor and management, not an honest striving for greater safety and service for the public.

The exploitation of the working man played a large part in the rise of the railroads to power; management is now paying the penalty, but labor cannot go ahead if it resists progress in the form of labor-saving devices. On the other hand, management, which would place a triumph in the war with labor ahead of even the slightest risk to the travelling public, is equally culpable.

This series of ads does little good to either side, while the public which must ride behind the diesel engines, with or without the extra man in the cab, mournfully resigns itself to being the goat.

SCHOOL INSURANCE

What appears to be about to happen to school insurance in North Carolina is a dramatic presentation of what occurs when private enterprise, for one reason or another, falls down on the job. If the job is one that is considered essential, state or nation must then take over.

When this happens to any considerable extent, socialism has gained an entering wedge and the path is laid open for many other forms of it.

We do not regard the present move to have the state take over the insurance as a dangerous one. Yet it means the state's entering a business it has not been in before, administering a business formerly the concern of private enterprise.

In this case, the private companies have let the state down for what, without information all the contrary, we have to call greed. Over a period of years, premiums paid for their building insurance by North Carolina schools have run into a large sum of money. Only about half of this has had to be returned to them, leaving more than \$1,000,000 to pay costs and provide profits. Yet the insurance companies have served notice that insurance on the schools will, from here on, cost 25 per cent more.

School money is too precious, too hard won and needed too badly in other places for it to be spent in this manner. If the insurance companies were losing money at the former rates it would be a different matter. The schools should pay their way, but in justice to all taxpayers, to parents and especially to children, they should not pay more. Why North Carolina's Insurance Commission approved this move is difficult to see.

The plan as presented now for

insurance of the schools by the state appears on the face of it to be a businesslike one, economical of funds. Yet we do not want to see our state in the insurance business, any more than in the real estate business or any other business which is not properly a state function. We wish strongly that some equitable arrangements can be made by which school building insurance can remain in the hands of private business set up for the purpose, at a rate based on past experience which is fair to both sides.

SCHOOL PROGRAM

Playing politics at the expense of the schools strikes us as a heinous crime, one which should be punishable by political death.

Hardly any legislator in the current General Assembly but won his seat on the strength of aid to the public schools. The educators of North Carolina had done their jobs well in arousing the people to their crying needs. The time for bringing them up to par, or better, is long overdue.

Yet, instead of seeking ways to answer the needs and become one of the memorable General Assemblies of the state's history, this one, or a bloc large enough to accomplish the job, is hamstringing the whole educational program.

With 11 weeks of the session behind them, and little achieved they can brag of at home, the legislators have killed the Foundation plan, have presented no acceptable substitute and are now engaged in shenanigans with the state's reserve which threaten the entire program.

We were proud of our state when Former Governor Cherry made the unprecedented move of appointing the State Education Commission of 319 citizens, to study at first hand and report to him personally on the state of the schools. We were proud of the work that the members did, over many months, and of the forthright and detailed report which was the result. It may not have been perfect in every point but it was the best thing in its line that had been done, and it pointed a clear course for those with the fate of the schools in their hands.

We should like to know just who and what is behind the move to defeat the school improvement program. We know the educators have put up a brilliant fight, and they have carried their cause honestly and openly to the people. We believe they have the support of all but a "handful of willful men."

These men should be named by name, and be made to give reasons for their actions better than any which have yet come to light.

BONUS DOLLARS

Our hat is off to Rep. Julius B. Dusenbury of Florence, S. C., ex-Marine captain crippled by sniper bullets on Okinawa, who spoke out last week from his wheelchair in South Carolina's House of Representatives to say, "No favors, please, for veterans."

Speaking without equivocation against the passage of a \$60,000,000 veterans' bonus bill, Representative Dusenbury declared, "I am a citizen of South Carolina first and a veteran second. In a state as poor as we are, I would be for \$60,000,000 for roads and for schools. We have only so much wealth, and we have to help the state by making it go around."

The simple logic of this is so plain to see—yet so rare to find. It will take many speaking out as strongly as Dusenbury to stem the push of veterans' organizations to dip deeper and deeper into the public funds for non-essential benefits, at the cost of essentials for all the people.

It may take politicians who are also veterans, like this one, who have proved their willingness to offer up their bodies if need be for their country, to be willing to stake their political lives on the common good.

Veterans are people—as through a cross-section as any bloc has ever contained. What benefits all the people benefits each one of them, in ways to long outlast a few hundred bonus dollars jingling in their pockets for a time.

In Bygone Days

From the Pilot files: TEN YEARS AGO George H. Maurice is reelected president of the Moore County Hospital directors.

Dr. and Mrs. I. G. Greer, of Thomasville, present program of folk music at the Civic club. Sandhills Horse show draws fine crowd in Pinehurst, with Count Peacock, owned by Nathan Ayers, of Greensboro, carrying off the championship ribbon.

TWENTY YEARS AGO Police Chief Joseph C. Kelly shot and killed by unknown assailant. Search is under way and board offers \$250 reward for killer's apprehension. Cornerstone of new Moore County hospital is laid with appropriate ceremony. The Rev. T.

Grains of Sand

We bet not many drugstores have had their portrait painted. The Southern Pines pharmacy has, though—an honor unexpectedly accorded by Water-Colorist Ranulf Bye last summer, when he was doing illustrations for Jonathan Daniels' article on Southern Pines.

The article, appearing in the December Ford Times, aroused quite a lot of interest here and elsewhere. One of its most attractive features was the gay, colorful work of Artist Bye. The illustration showing the Southern Pines pharmacy, with the Masonic Temple barbershop and McNeill's Seed and Feed store close by, was one of the best.

The Culbreths, who own the drugstore, say they saw a man out there painting in the sun, but didn't know their store was the subject, or what he was doing it for. Since such odd things are always happening around Southern Pines, they paid little mind.

When the picture was published, Lou Culbreth wrote to the editor to know if she could get a copy. His pleasant answer was accompanied by a large glossy photograph of the original painting—a real prize for any store, drug or otherwise, to possess.

When Tom White, the Chamber of Commerce manager, told us he was going to Lincolnton to "ush" at the wedding of one Jere White, we queried, "A relative, no doubt?" "No, just a friend," Tom said. "That's funny," we said. "Same name and everything." "Not funny at all," said Tom. "Quite natural. We met in navy training—had to stand in so many lines, in alphabetical order. Always right there, beside each other. In fact, most of my navy friends' names start with W."

We are glad to state, for the benefit of our friend Johnny Hall, of the H. M. Smith Optical Company office here, that he is not the John M. Hall of Fayetteville who was up before Judge Rowe in recorders court March 14 for drunken driving. . . The man on the docket was 49 years old, while our Johnny is only 25. . . Also, our Johnny's middle initial is A., not M.

Some confusion which has caused Johnny Hall embarrassment arose from the fact that he, too, has been living in Fayetteville, while working here. . . However, he moved with his family to his new home in Southern Pines March 17, and we are glad to welcome him as a new citizen and property owner.

All sorts of things happen in court, and few of them are both funny and printable. . . We enjoyed, however, a little exchange of comment not long ago between H. F. Seawell, Jr., and Judge Rowe, when Mr. Seawell, defending his client, remarked, "There's not much point in this indictment anyhow. It's gotten so if anybody even spits, somebody's ready to indict him!"

"Excuse me a minute, Mr. Seawell," interrupted the judge. "I'd like to say at this point that some of the ones that spit ought to be indicted."

"That's the way it is," was the answer. "All depends on where you spit!"

Everything went haywire at The Pilot last week, and for a very good reason—Jimmy Pate was away on vacation. We suspect him of leaving just to show us how he would be missed.

It didn't help us a bit to receive a postcard from him from Rochester, N. Y., with the message, "Having lots of fun—lots of snow, etc. I hope you have some of the same."

We're still trying to figure that one out, and decide whether to thank him, or kill him.

"Dear Pilot—Thought you might be interested in this picture received from my mother, Mrs. Margaret Cole of Duluth, Minn. It was from the Duluth Evening Herald of March 9. My dear old mother accompanied this picture with a long paragraph sympathizing with the fox, and caustic toward the mere humans below the tree.—Jim Cole."

And with this came a Wide World newsphoto showing, of all things, a fox perched high in a tree, with the humans sitting on their horses below staring helplessly up at their quarry. Cutlines placed the scene of this strange adventure at Southern Pines. Had we missed a story? We phoned around out to Mosses' to see.

Final decision was that this was probably a picture taken some time back, and filed away by a friend Bill Sharpe, of the

A. Cheatham offers a prayer, and Simeon B. Chapin, chairman of the board of trustees, makes the dedicatory address. Carolina theatre shows film against billboard advertising secured through efforts of Chamber of Commerce.

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