

THE PILOT

Southern Pines North Carolina

"In taking over The Pilot no changes are contemplated. We will try to keep this a good paper. We will try to make a little money for all concerned. Where there seems to be an occasion to use our influence for the public good we will try to do it. And we will treat everybody alike."—James Boyd, May 23, 1941.

Restraining Force Brings Bright Hopes

A talk to the Lions Club last Friday night by Brig. Gen. Daniel W. Jenkins, commandant of the USAF Air-Ground Operations School, is reported in considerable detail elsewhere in today's Pilot, because it seems to us to be exceptionally interesting and significant.

With simplicity, eloquence and common sense matter-of-factness, General Jenkins made a most convincing case for a heartening viewpoint that few observers have dared to express: "Each day seems to bring increasing hope and evidence that the universal yearning for peace is not just a mirage that will continue forever to elude us."

What makes the general think this? Quoted above is the closing sentence of his address and it is not nearly so clear out of context as it was preceded by his entire talk—but the point General Jenkins was making is that, in the strategic bomber and the hydrogen bomb, "we have brought into being a restraining force that fills the future with bright hopes. . . there seems to be a moral certainty that whoever ventures to attack this country assures obliteration of his own nation. Will anyone take this risk? I don't think so."

Possibility that the temporary armed peace of the atomic and thermo-nuclear age might de-

velop into a genuine lasting peace "based on understanding, confidence and harmony among people" was noted by the general with obvious conviction. Somehow, we have assumed that the atomic arms race must lead inevitably to what the general said many people see: "a future of frightful gloom and despair with ultimate annihilation of mankind inevitable."

But need this be so? May not the enforced peace of the long-range bomber and the hydrogen bomb create in mankind what might be called the habit of peace—a habit that will give new life, new inspiration to the old yearning for peace that is in all men?

Such a development will not come automatically. It calls, as the speaker pointed out, for "faith, courage and wisdom" and, as he also noted, "We must accustom ourselves to living in a dangerous and uncertain age, not with a naive feeling of complacency, but with a well adjusted and intelligent acceptance of the risks. . ."

We need more of this kind of talk from persons in high places—sharply realistic, yet warmly human and rooted in eternal moral values. The yammerings of fearful persons on the one hand and belligerent persons on the other fade into insignificance in its presence.

Broiler Crisis Important To County

The Pilot urges full cooperation on the part of retail food dealers and the buying public in this week's promotion of broiler sales, as sponsored by the N. C. Department of Agriculture and the broiler industry.

It is hoped that this promotion on a statewide basis will help to clear up the present over-supply of birds and bring producer prices back to a profitable level.

In this end of Moore County, it is sometimes overlooked that Moore is one of the largest broiler-producing counties in an area that, in turn, is one of the largest producers of birds in the nation. Broilers are big business in this county and the state of the industry is of county-wide economic interest and significance.

The rise of the broiler industry in Moore is one of the major economic developments of the county in the post-war years. While lacking the attention of large industrial plants—which anybody can see plainly concentrated at their new sites—the broiler industry is of equal importance as a phase of the county's progress.

In 1940, North Carolina produced 4,400,000 broilers which sold at an average of 17 cents per pound for a gross income of \$1,945,000. In 1953, the figures had jumped to 50,738,000 produced, selling at 26.3 cents for a gross income of \$38,698,000. Moore County has a much larger than average share in this income among the 100 counties of North Carolina.

Pressure On Comic Books Continues

Having recently noted the city of Charlotte's success in curbing sales of "comic books" featuring lurid crime, horror and sex, after the minister of a large church referred to them in a sermon, we are interested to hear that considerable success has been achieved in Asheville in an effort to eliminate the most morbid of these publications.

The improved condition, points out a reporter checking on the results of the effort, "didn't happen by accident. It took first a handful of deeply concerned individuals, then a community awareness of the problem and then community action."

In making a survey of the situation prior to the campaign, The Asheville Citizen suggested that a responsible group step forward. This was done and, after a few months another survey

showed the situation greatly improved. In Southern Pines there is already, it appears from what we have heard, the "handful of deeply concerned individuals." It remains now for an organization or several organizations to step forward to study the local comic book situation and determine what steps, if any, need to be taken.

Against the background of the comic book industry's own program of control and censorship, which is due to go into effect about the first of the year, community action should be increasingly effective.

The tide over the nation is turning in favor of cleaning up comic books. Action on the local level will speed the process and put continuing pressure on the industry's own clean-up program.

New Approaches To Traffic Safety

New and important efforts are being made on state and national levels in the never-ending traffic safety problem—a subject that appears boringly statistical and prosaic until it explodes in death, maiming injury or property damage among or close to one's own family or personal acquaintance.

On the national level, the President's Action Committee for Traffic Safety has designated Wednesday, December 15, as "S-D" or Safe Driving Day. Purpose is to show—and it is reasonable that it could be shown—that motorists and pedestrians can reduce traffic accidents by their own actions and to demonstrate that the community is the place to attack the traffic safety problem. An all-out national effort will be made to hold traffic accidents to a minimum. On the state level, Governor Hodges has created "The Governor's Traffic Safety Council," which draws into the North Carolina safety effort between 700 and 800 persons, representing a variety of organizations, from every county and from many of the communities of the state.

Motor Vehicles Commissioner Ed Scheidt, whose unceasing highway safety program has cut fatalities appreciably this year as compared to last year, sees the new program as indication that law enforcement alone cannot solve the safety problem and that the collective weight of organizations and individuals must be brought to play upon the highway accident record. A number of Moore County residents are expected to attend the First North Carolina Traffic Safety Conference, held in Raleigh today (Friday), and will bring back to the county and to the organizations they represent a new determination to, in the words of the Governor, "promote traffic safety throughout the State by supporting and assisting the efforts of official agencies to prevent the deaths, injuries and losses caused by traffic accidents."

The national "S-D" Day may show in cold statistics what the nation can do by special thought and effort on a single day. The new Safety Council program challenges each North Carolina driver to maintain that conscious safety effort the year around.

Brave New Kitchens

(From The Wall Street Journal)
The nation's industrial designers are planning to revolutionize the kitchen, Mr. Guilfoyle reported in this newspaper the other day.

In a few years, if some of the designers' present thinking materializes, appliances like stoves and refrigerators will no longer be single units. Cooking and cooling devices will be scattered around the kitchen; for instance the salad refrigerator will be near the sink and the meat compartment near the stove.

As ours is an age of pell-mell progress, it is probably futile to raise an eyebrow at this prospective kitchen. What really gives us pause, however, are the future refinements that may follow the era of multiple kitchen appliances. It seems there is a possibility of pre-cooked packaged dinners planned from professional menus.

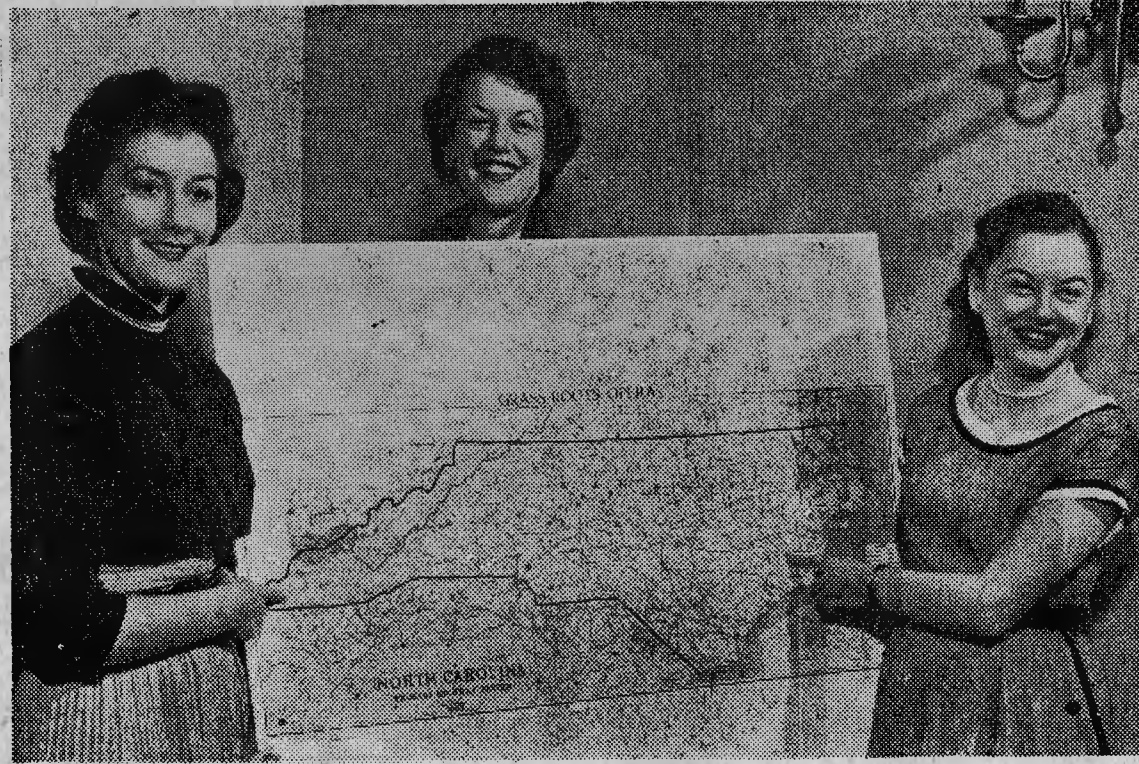
All the housewife would have to do, according to one designer, "is press a button and the packing and heating chamber. In a few minutes it

would be ready for serving. It doesn't make any sense for a housewife to take six different items out of a freezer and put them in six separate pots when it could all be done for her."

Admittedly this would simplify things for the housewife, sparing her mental as well as physical effort. And if the planned dinner happened to repeat the husband's unplanned lunch, clearly the blame would fall on the planners.

All the same, we could do with more light on these "professional menus." Who are the professionals? What is their attitude toward broccoli? Spinach? What are their fundamental culinary criteria? Are the planners strict nationalists, or is, for example, Escoffier allowed to intrude on occasion? What happens to the whole freezing-thawing-heating gadget if the family decides it doesn't like the prefabricated diet?

But progress never ceases, and after all this progress some designer in the far future will no doubt design a kitchen specifically designed for unplanned, non-professional, unpackaged and non-pre-cooked dinners.



TOUR SCHEDULE—A native of Winston-Salem, Miss Peggy Alderman, left, indicates points of interest in the tour schedule of Grass Roots Opera for the current season to Miss Patricia Kessler, Dayton, Ohio, and Miss Florence Rochelle, Brooklyn, N. Y., right. All three young ladies are singing their first season with Grass Roots Opera, the unique organization that is popularizing opera sung in English in North Carolina towns and cities. The group recently presented here a well-received performance of "Don Pasquale" and is scheduled to give "School For Lovers" at the Pinehurst school auditorium next March 13.

THE SCHOOL SEGREGATION DECISION

Coming Events Cast Shadows Before

(The Pilot herewith publishes an excerpt from "A Report to the Governor of North Carolina," a special study made by the Institute of Government at Chapel Hill on the U. S. Supreme Court's decision against racial segregation in the public schools. This portion of the report, "Coming Events Cast Their Shadows Before," is from Part I, "The Background of the Court's Decision." The Pilot will continue to publish portions of the report, as space permits, in coming weeks.)

In the 1930's and 40's the Plessy v. Ferguson doctrine of "separate but equal" schools was invoked to compel equality of facilities in a series of cases accepting the principle and prescribing the methods of enforcement—in the Murray case from Maryland, the Gaines case from Missouri, the Sipuel case from Oklahoma, and the Mc Laurin case from Oklahoma.

The lawyers for the Negro plaintiffs argued and the courts held: that a lick and a promise in the direction of equality was not compliance with the Plessy doctrine; that equal schools in law meant equal schools in fact; that tuition scholarships to schools in other states did not constitute equality of opportunity; that to make assurance of equality doubly sure, Negroes would be admitted to white schools unless and until the Negro schools were equal to the white; that once admitted to white schools a Negro could not be segregated in library, classroom, or dining hall, and thus "impair and inhibit his ability to study, to engage in discussions and exchange views with other students and, in general, to learn his profession—appellant having been admitted to a state-supported school must receive the same treatment at the hands of the state as students of other races."

The Court said in the Gaines case, supra:

The basic consideration is not as to what sort of opportunities other states provide or whether they are as good as those in Missouri, but as to what opportunities Missouri itself furnishes to white students and denies to Negroes solely upon the ground of color. . . . Here petitioner's right was a personal one. It was as an individual that he was entitled to the equal protection of the laws, and the state was bound to furnish him within its borders facilities for legal education substantially equal to those which the state has afforded for persons of the white race. . . .

Argument Shifts
In 1950 the argument shifted to the point of view that even if facilities were equal, segregation was in itself an inequality and a discrimination against the Negro, violating the Fourteenth Amendment. The United States Supreme Court noted this argument in the Sweatt case from Texas and left the question open in these words:

What is more important, the University of Texas Law School possesses to a far greater degree those qualities which are incapable of objective measurement but which make for greatness in a law school. Such qualities, to name but a few, include reputation of the faculty, experience of the administration, position and influence of the alumni, standing in the

community, traditions and prestige.

Two years later in Brown v. Board of Education the lawyers for Negro plaintiffs attacking the segregation of white and Negro students in the schools of Topeka, Kansas, admitted that the separate schools were substantially equal and pressed the argument advanced in the Sweatt case, supra.

May 17, 1954
This argument was accepted by the Supreme Court of the United States in a unanimous decision written by the Chief Justice and handed down on the 17th of May, 1954, in these words:

We conclude that in the field of public education the doctrine of "separate but equal" has no place. Separate educational facilities are inherently unequal. Therefore, we hold that the plaintiffs and others similarly situated

for whom the actions have been brought are, by reason of the segregation complained of, deprived of the equal protection of the laws guaranteed by the Fourteenth Amendment.

Coming events had long been casting their shadows before. The spectre of a cloud the size of a man's hand in Justice Harlan's dissent on the far off horizon of 1896 had been growing in the sky with court decisions handed down in quick succession since the Murray case in 1935. But all of these successive warnings in the swiftly cumulating cloud did not prepare the rank and file of people in North Carolina for the flash of lightning on the 17th of May. Many of us have been a little blinded by the light, and are groping for an answer to the question—Where do we go from here?

Following A School Bus

By GARLAND A. HENDRICKS
(In the Chatham News)

This afternoon I was caught behind a school bus which was traveling on a main highway. Because of the heavy traffic going both ways, I could not pass the bus between stops. While driving from stop to stop behind the bus, and waiting for school children to get off, I had an opportunity to make some observations about present day transportation of school children.

The bus was well marked so motorists could not mistake it. The color of the bus was distinctive. A large red "stop" light above the rear emergency door was quite prominent. Caution was written clearly on the emergency door. Turn signal lights could not be mistaken. The stop turn sign beside the driver was clearly visible when projected outward to cause motorists to stop their cars. School authorities have done well providing physical facilities for the travel of our children.

The driver of this bus was careful. He drove slowly from one house to the next. He came to a full stop before allowing any child to emerge from the bus. The children in the bus appeared to be well disciplined, which is a major responsibility for a fellow pupil who drives a bus.

Motorists were obedient to the

law. Not a single time did any traveller show signs of impatience. No one drove by the bus while it was stopped. Sometimes a driver will conduct himself when approaching a stopping bus as he does when he gets to a stop light on "caution"—go by. Not this afternoon. This is the only way we can protect the lives of our school children. It is necessary for all of us who travel to cooperate.

At several stops the children did a very dangerous thing when they stepped off the bus. I first noticed the danger when the three children stepped out, went around in front of the standing bus, and dashed across the highway without taking time to look down the highway behind the bus. Since all cars were stopped it was all right. But I shuddered to think what might have happened if a thoughtless passerby had reached that spot in the road while ignoring the "stop" sign. I had a feeling that our school authorities should do something to warn children of this particular danger.

As many drivers as we have on the highways today, every person who gets on a road should be doubly careful. Our life is in constant danger because there are people who do not obey the laws of traffic—even school bus traffic.

The Public Speaking

Home Milk Delivery

To The Editor:
I recently became interested in a widely publicized suggestion, made by J. L. Maxton, extension agricultural economist at Virginia Polytechnic Institute, Blacksburg, Va., that home delivery of milk be discontinued everywhere in the interest of savings for consumers. The suggestion, the economist points out, "has both good and bad points."

Following is the text of a letter I received from Mr. Maxton after I wrote him to express my interest in the suggestion.

MRS. W. E. COX
Southern Pines
(Enclosure)

"It was unusually nice of you to write and express your opinion on my suggestion for discontinuance of home delivery of milk. So often we make suggestions in the economic field without receiving the benefit of the opinions of the people concerned. This certainly cannot be said in this case and the response has been most helpful."

"The idea back of the suggestion is based on the questionable competitive situation dairymen and our government find themselves in largely as a result of milk prices which are higher than necessary because of the prevailing special home delivery custom. This custom too has now developed a trend from every day and special deliveries to every other day deliveries and now to three deliveries a week. It is conceivable if this trend continues that the final result could be a discontinuance of home deliveries and a greater use of food stores as the homemakers source of milk supply."

"The price of milk, in relation to the government's price support program, has been such that 12-15 percent of the 1953 production of butter or 385 million pounds was purchased for support purposes along with 456 million pounds of cheese for a total of 425 million dollars."

"It is believed that this situation is unacceptable to the public who pay this bill twice, once in taxes, and again when they purchase the dairy products."

"With these historical data in mind, the suggestion was made for consideration of the alternative of discontinuing home deliveries of milk which has both good and bad points. It was most kind of you to give the benefit of your thinking in this matter and it is gratefully appreciated."

bombs dropped on Germany by both U. S. and United Kingdom bombers in World War II.

"World War II concepts of applied military power are as extinct as the Dodo bird," General Jenkins said. "The 'blockbuster,' which was the largest bomb used in World War II used less than two tons of TNT. The atomic bomb dropped on Hiroshima had explosive power equivalent to 20,000 tons of TNT—enough to fill 400 freight cars—but the Hiroshima bomb is like a cap pistol compared to the bombs we have now whose fireball alone would engulf an area six miles across and which snuff out all living things in a much larger area."

More About Mrs. Banigan

Mrs. Julia Banigan, former Southern Pines real estate operator who is now in Woman's Prison at Raleigh for frauds committed while in business here, apparently was incarcerated in the Federal Reformatory for Women at Alderson, W. Va. under the name Jay D. Banigan. She was turned over to Moore County after her release from the Federal institution this fall.

This week, Sheriff C. J. McDonald received from Earl Helms, sheriff of Summers County, W. Va., at Hinton, W. Va., several warrants held as detainers against Mrs. Banigan, covering bad check charges in Dallas, Texas, and Washington, D. C., and one for "confidence game" in Denver, Colo., all drawn in the name "Jay D. Banigan."

THE PILOT

Published Every Friday by THE PILOT, Incorporated Southern Pines, North Carolina 1941—JAMES BOYD—1944

Katharine Boyd Editor
C. Benedict News Editor
Dan S. Ray Gen. Mgr.
C. G. Council Advertising
Mary Scott Newton Business
Bessie Cameron Smith Society

Composing Room
Lochamy McLean, Dixie B. Ray,
Michael Valen, Jasper Swearingen

Subscription Rates:
One Year \$4.50 mos. \$2.30 mos. \$1
Entered at the Postoffice at Southern Pines, N. C., as second class mail matter

Member National Editorial Assn. and N. C. Press Assn.

Grains of Sand

Has Old Cane

Charles E. Fry of 885 N. Ridge St., who will be 85 his next birthday, was in the office to show us an old gold-headed cane of which he is very proud and which, he points out, he doesn't have to use to get around with—he just brought it with him to show us at The Pilot.

Mr. Fry and his wife came to Southern Pines several years ago from Blairsville, Pa., first as winter visitors and then as home owners. Before his retirement, the local man worked for 50 years with the Pennsylvania Railroad, largely as an engineer, after holding various other railroad jobs. The cane, which has an elaborate, heavy, solid gold head, was given to him by his mother's sister, Mrs. Laura Phillips of Freeport, Pa., who is in her nineties, during a visit Mr. and Mrs. Fry made there this past summer. His problem now, Mr. Fry says, is

what to do with the cane. He hasn't decided to whom he should pass it on.

The cane had belonged to one of the pioneers in the Pennsylvania oil business nearly 100 years ago, a Mr. Van Ozzle who was a partner of Mrs. Phillips' husband, both now deceased.

Mr. Fry attributes his long life and current health to deep breathing which he has practiced all his life. He asserts he hasn't had a cold—that is a cold that bothered him—since 1894 and says that deep breathing is responsible for this amazing record.

Power of Bombs

In the course of his address to the Lions, reported in detail elsewhere in today's Pilot, General Jenkins startled his audience with the following comparison: the hydrogen device tested in the Pacific had more than three times the explosive effect than all the