

# 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. Wherever 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.

## Crucial Problem Of Slippery Highways

Last week's front page warning about the slippery surface of the newly repaved No. 1 highway, between Southern Pines and Aberdeen, was a rather frightening little item. It was meant to be.

The story told of four traffic accidents in one day last week, quoting both the Aberdeen police chief and a highway patrolman on the hazards of the new road when its smooth asphalt surface gets even a little bit wet.

The story inspired action by a Whispering Pines resident, George N. Adams, who clipped The Pilot's story and sent it, with comments, to Gov. Dan K. Moore who has made highway safety a special concern of his administration.

The Pilot's report, Mr. Adams told the Governor, "raises in my mind the serious question as to why our Highway Department continues to use this type pavement throughout the State . . ."

The letter told the writer's own experience on the highway in question: ". . . I have nearly lost control of my car several times when driving at a moderate speed well below the speed limit posted."

The letter continued, making a great deal of sense: "I travel over this State a good deal and I find this same situation on many of our new roads. Just why does the Highway Department build new roads and immediately find it necessary to place Slippery When Wet signs? . . . Road builders should be the first in correcting hazards, rather than creating them."

"Many of our roads in this state and elsewhere are built of asphalt with a rough or pebble surface, rather than this glass-slick asphalt they are now using, which gets worse and worse as oil from cars builds up on the surface."

"If the nationwide drive for more safety in cars and highways is to mean anything, I think it high time that our highway authorities take the necessary steps to eliminate the hazards they are creating . . ."

No. 1 highway is travelled by many out-of-state motorists who are driving

at high speeds and who are likely to increase speed, rather than slow down, when they hit the long, straight, six-lane stretch of highway between Southern Pines and Aberdeen. Even if local drivers, whether from personal experience like the writer to Governor Moore or from hearsay, are extra careful on this road, the hazard from unfamiliar drivers would appear to be extreme.

Moreover, the six-lane form of this highway and its many entrance drive-ways for motels, restaurants, service stations and other establishments, greatly compounds the danger. There is every likelihood that abrupt stops and turns—which start skids—would be necessary and, with cars traveling in three lanes, each way, it is obvious that a multi-car pile-up might be the result of a skid by only one vehicle.

If there is a built-in, basic hazard in the type of road surface used on No. 1, between Southern Pines and Aberdeen, and if this type is being widely used over the state, the highway Commission should make some revision in its specifications.

As to the particular road in question, motorists in this area should take warning and practice "defensive driving" to the extent that transient drivers will perhaps also become aware of the hazard.

Regardless of the road surface, this is a dangerous highway, because of the many entrance driveways cited and because of the Highway 15-501-211 intersection, requiring turns across oncoming traffic lanes.

Should there not, therefore, be a "congested area" speed limit of 45 miles per hour (or even less) imposed between Southern Pines and Aberdeen?

The Highway Department has done a good job of remarking lanes and turn regulations on this road since the resurfacing was done. The "Left Lane MUST turn Left" designation is a great improvement. We are sure Highway officials are aware and worried about the obvious hazards.

But if the road is as slippery as officers and motorists say it is, some further drastic action is called for.

### Guest Editorial From The Smithfield Herald

## The War Still Lacks A Moral Base

The war in Vietnam goes on, at its intensified pace. Peace hopes rise occasionally, but mostly they have subsided. President Johnson, Washington reporters tell us, is "relieved," now that the big decision to bomb the supply centers at Haiphong and Hanoi is behind him. The President, we are told, feels secure in the knowledge that his war policy is backed by a substantial majority of the American people. Polls show that the President's popularity in the South grows with each escalation of the war. The country increasingly seems resigned to a long, hard war.

The voices of dissent—the criticisms of Washington policy emanating from the Senator Fulbrights and the Walter Lippmanns—are not wholly silent, but they are heard less and less. Still, nothing has happened this year or last year or the year before to make the war in Vietnam a righteous war or a war worth the price the United States is paying for it, in men and money.

Washington reports tell us that President Johnson cannot understand why any loyal American who is informed on Far Eastern affairs can logically oppose his war policy. The President has gone about the country trying to explain to the people why the United States wages war in Vietnam. But the President's explanations

## Loyal Opposition

Increasingly—not least of all by President Johnson himself—any opposition to the war in Vietnam is interpreted as a form of disloyalty, no matter how rationally it may be argued nor how impeccable the character and standing of those who voice such convictions.

And the war, continuing to escalate, goes on.

The Pilot commends to readers—as typifying a reasoned, bold questioning of the United States Vietnam policy—today's "guest editorial" from The Smithfield Herald. Here is a "grass-roots editor's" expression of a viewpoint that many Americans, including those who have served their country in war, must deeply feel.

Many concerned Americans find their reason and their conscience leading them to similar conclusions. Their "loyalty" should not be questioned. Indeed, unless the moral imperatives in the Vietnam dilemma are heeded by policy-makers, we can see no outcome except steadily mounting carnage and steady debasement of the United States in the eyes of the world.

do not deal with the basic question.

We intervened in Vietnam's civil war. When the Vietnamese people succeeded in driving the French colonial rulers out of their land, the United States moved in to thwart the efforts of the people of Vietnam to be rid of foreign—and Western and white—domination. It has been argued, of course, that we moved into Vietnam because of our fear that Communist China is determined to spread its domination over all Southeast Asia.

Assuming that this is a valid fear and that China stands as a threat to U. S. security (it should be noted that some knowledgeable students of Far Eastern affairs think we are overly fearful of China), what right does the United States have to move its military forces into Vietnam and ravage that land and its people in the name of U. S. security? This question is basic.

Many critics of the Johnson Administration have questioned our legal right to military intervention in Vietnam, but the more important question is whether we have any moral right to go into another country, participate in its internal revolution, ravage its land and kill many of its innocent people—to protect interests of the United States.

Loyal and informed Americans who do not believe that vital U. S. interests have been threatened in Vietnam and who hold the conviction that there is no moral basis for our intervention in Vietnam cannot become resigned to this war and cannot refrain from continued protest. Nor can they refrain from urging the Johnson Administration to become more flexible in pursuing a peaceful settlement of the issues in Vietnam. They regard it their patriotic duty to call upon Washington to explore fresh ideas of foreign policy and to work overtime in finding a way out of a military venture that degrades the good name of the United States.

President Johnson asks Americans to let the U. S. soldiers in Vietnam know that they have 100 per cent support from the home folks. We should, of course, let the fighting men know that we are deeply concerned about their welfare, that we have not forgotten them as we go about our daily pursuits in peaceful America.

The best way to "support" the fighting forces is to press for a fresh foreign policy that can achieve an early peaceful settlement in Vietnam and hasten the return of U. S. soldiers to their beloved homeland.

## "Sold To North Carolinians, Tax-Free . . ."



### UNITED NATIONS REPORT

## General Assembly To Face Important Tasks

BY JAMES BOYD

United Nations Correspondent

A few weeks from now, on Tuesday, September 20th, the 21st General Assembly will convene at headquarters in New York.

This will bring hundreds of delegates from all over the world, some new, some old, to discuss the problems facing the world and the United Nations.

The opening day is always a festive occasion. Black limousines pack the semi-circular drive of the UN as distinguished ambassadors, many representing Foreign Ministers of their countries, arrive to greet friends and catch up on what has been going on.

This year the North Delegates Lounge has been given a fresh coat of paint for the first time since the Secretariat was built, to be ready as the usual popular gathering place where all and sundry will gather. On duty as one of the stars will be Walter, the chief bartender. Walter knows almost every representative by name as well as having an intimate knowledge of what is each one's particular desire in the form of drinks.

### First Duty

But this holiday atmosphere is soon dispensed with, as the General Assembly proceeds to get on with its business. The first duty will be to elect a President which this year has the popular Asian Ambassador Abdul Rahman Pazhwak, of Afghanistan, running unopposed.

Ambassador Pazhwak is an old timer at the United Nations, having represented his country here for over fifteen years. He is a tall, moustached diplomat who speaks flawless English with a particular flair and flavor of clarity and profundity. Many times in committee meetings it is Ambassador Pazhwak who comes up with the right procedure to break a deadlock or find a compromise to a procedural wrangle. So the 21st General Assembly is assured of an able leader, together with a certain amount of color and good humor always essential ingredients to a successful Assembly.

### Activating Body

By the dictate of the Charter, the Assembly is the deliberative organ of the United Nations. It decides on such vital items as the budget, admission of new members, hearing and accepting reports from the Secretary-General of what has been done by the UN for the current year, as well as all the Specialized Agencies and every other aspect of the Organization. It is the body that allows the Organization to function. This was the reason why the crisis of Article 19 had such a disastrous effect on the life and future of the United Nations. Not allowing a vote meant the General Assembly had its hands tied and, for all intents and purposes, could agree on nothing. That it was able to limp along in 1964 was due entirely to a unique procedure adopted by the then President,

Alex Quaison-Sackey, of simply saying: if no one objected to a decision it was considered adopted.

The meeting of the General Assembly each year in September is in some ways the high point of the year for the UN. It is far more than a time for each nation to air its grievances and discuss world problems. It involves the very heart and soul of the United Nations. Without it the international organization would cease to exist.

### Large Agenda

The agenda this year is similar in many ways to items covered in the past. It includes such perennial subjects as apartheid in South Africa, cessation of all nuclear tests, dis-

armament, human rights, declaration of granting independence to colonial peoples, and activities in the fields of economic and social development. At the moment, the agenda is not the largest that has ever been presented, but it is close to it, with ninety items. As it has always been a practice to add other items, there is a chance that it may top the 105 topics of last year, which was a record.

### Slow Down the Bomb

The areas where special emphasis will be put seems to be work on a non-proliferation of nuclear weapons agreement which so far has been stalled at the 18-Nation Disarmament Conference in Geneva. There are growing indications that

## Gone Are The Days . . .

From The Pilot's Files

### September 3, 1926

Moore County ranked 62nd among North Carolina's counties in land evaluation, as listed on the tax books: \$26.64 per acre. Graham County was last at \$6.02 per acre.

W. D. Matthews of Vass passed his State Bar Examination, after scoring 98% on exams in Wake Forest College law courses.

### From an ad:

Lakeside Theatre

Reginald Denny

in

"Rolling Stones"

Yes, you read correctly: September 3, 1926!

"Today America has its first high speed, European-type Overland Whippet: 55 mph and 5 to 30 mph in 13 seconds."

### September 13, 1946

Jack Younts of Greensboro, "for the past several years with American Overseas Airways in New York City," was present at a Chamber of Commerce meeting to "get the reaction of members in regards to the possible construction of a radio station in this (area)."

"Lloyd L. Woolley, Jr., and his bride, the former Carol Thomas, who were married July 22, left Tuesday of last week to make their home in Baltimore, Md."

"September 16 will be a busy day (for Carthage) because on that date the tobacco market opens here with two large warehouses in full swing."

### September 6, 1956

"A. C. Dawson, superintendent of the Southern Pines school system, will explain the mechanics of the 1955 Pupil Assignment Act and the Pearsall Plan at an open meeting of the Parent Teacher Association tonight at 8 pm in Weaver Auditorium."

"Mayor Voit Gilmore, principal stockholder in the new Howard Johnson Restaurant-Motor Lodge being constructed on U.S. Highway 1 South of Southern Pines, and a group of associates announced from Winston-Salem last week that construction of a \$225,000 Howard Johnson Restaurant there had started . . . (with) intentions to later construct a 60-unit motor lodge."

Moore County chicken growers sold a total of 4,144,713 chickens in 1954 to rank 37th among the nation's more than 3,000 counties.

From The Pilot's own dictionary of Sandhills: Stow Were — Place where goods are for sale. House Spittle — Place where most bay buzz are gone. My Youth — What we speak and eat with. E Your — What we hear with. Bud — One of our feathered friends. By Skit Bowl — A popular winter indoor sport. Shiver Lay, Foad, Buke — Popular makes of cows, otherwise known as automobiles, sometimes abbreviated to Ow Toe.

## Grains of Sand

Two Is O. K.

Everybody used to wonder why Mrs. McKechnie drove so erratically.

Sometimes she'd go spinning along in her small car at a good clip; another time she'd go by fits and starts, creeping for a while, then putting on speed. And sometimes she'd knock her fender against the roadbank or bump into the gutter. But only when she was going slowly, thank goodness.

The reason for this style of driving finally came out. It seemed that Mrs. McKechnie was extremely superstitious. All sorts of odd things sailed through her mind, but there was one in particular that really bothered her, especially when she was driving a car. She knew, with the faith that moveth mountains, that if you saw a magpie you were sure to have an accident.

Well, there were magpies in that section of England and sooner or later one would cross the road. Immediately Mrs. McK. would throttle her down to a snail's pace and then the spell took hold: She'd swerve off the road, bump hard against the bank or bury the car's nose in a thick hedge.

She'd extricate herself and then, without more ado, put her in gear, lean back, and off she'd go at top speed.

The peculiarity of this reversal of her former hesitating ways turned out to be simply a continuation of the same magic. One magpie spotted meant an accident—but two magpies meant good luck

and clear sailing! And so, having seen one magpie, Mrs. McKechnie broke the speed limit looking for another.

—From The Countryman (cum embellishment)

Sure an' it's big . . . Given to somewhat exaggerated statements are the Irish.

In the sack of potatoes brought in from the fields one day there was a most gigantic potato. It rolled out upon the floor with a thump and "sure an' we could hardly ate it for lunch," said the Old Man.

"Is it 'ate' it only?" hooted the Old Wife, "Sure an' 'tis as long as your bench. You could sit on the one end of it and ate the other!"

A Deed For All-Time "In the Beginning of the World . . ."

Those words are not the start of an Arabian Night's Dream, nor is this the opening line of one of the Parables. This portentous statement is the start of the first sentence of a quit-claim deed.

It is a Pennsylvania deed, simple, nothing strange about it. Its clauses are commonplace, the routine thing. The deed is drawn up and signed with the name of a young lawyer of the small Pennsylvania town; a Scot, he is. True the Scots are mystical people, prone to believe in "ghosties and ghoolies and things that go bump in the night." But it isn't the feel of ghosts that makes you hold off somewhat from this unusual paper. For these are great words, solemn, huge in their meaning, stretching back into the ages and past them into, as it claims, infinity.

You find yourself handling this deed, this small piece of paper covering the acquisition of a few stoney acres, rather skittishly. After all, something that talks so intimately, so casually, of The Beginning of the World must be treated with respect.

Can't Be Be! What is the strongest, toughest object—or individual—in the world?

Answer: Bermuda Grass. And don't tell us it's not an object; or an individual. We will hold to the end that it is both, and it knows where it's going and what for. It has an awful lot of other qualities and personalities, too. As for toughness:

You can: pull it up—dry it for a year—burn it—and make soap with the ashes—take the soap to wash your clothes—pour out the wash-water and where you have poured it what will come up? BERMUDA GRASS.

Various housewives will swear on the Big Book to the truth of this statement. Gardeners will just swear.

## HELPING SAVE OLD LANDMARKS

The movement for the preservation of landmarks received another welcome boost with approval by the House Interior Committee of the Administration bill to save historic sites from obliteration by new highways, housing and other buildings; the Senate has passed a similar measure.

The philosophy of the legislation, which authorizes federal grants to help preserve "properties that are significant in American history, architecture, archeology and culture," is that present public and private programs are inadequate in view of commercial pressures, making federal aid necessary.

This legislation is important and timely . . .

—St. Louis Post-Dispatch

## THE PILOT

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