

THE STATE PORT PILOT Southport, N. C.

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Never put off until tomorrow what you can get somebody to do for you today.

Middle class: Those who are too poor to pay their hospital bills and too rich to get it for nothing.

To say a man has checked out does not necessarily mean he has died; it may mean he has a son in college.

Our opinion is that the kind of match which parents make is never intended to set the world on fire.

Man has peculiar ways for showing his masterfulness. Usually, when he has had trouble starting his automobile, he races the motor with a loud roar as evidence of his conquest of his mechanical slave.

The County's Loss

The resignation of Reginald Turner as principal of the Lockwoods Folly-Shallotte schools removes from Brunswick county one of her most valuable school men. During his term as principal, the Shallotte consolidated school has become generally recognized as one of the better schools in this section of the state.

A promotion which carries with it more money caused Mr. Turner to decide to resign his principalship at Shallotte in order to accept the position as superintendent of the Asheboro public schools in Randolph county.

We join with his many friends in this county in wishing for him every success in his new undertaking.

Unsigned Correspondence

On several occasions we have reminded our readers that communications intended for publication in The State Port Pilot must be signed by some individual. It is not enough that the signature be that of "A Friend" or "A Reader."

Correspondence received with these signatures and unsigned letters are thrown into the wastepaper basket. We must do that in order to protect ourselves and our readers.

We welcome well written news from the various communities of the county, but we wish to urge those who write in not to be petty or "gossipy" in their news items. The news you send in helps advertise your community in other sections of the county. Let's see that this advertising makes a favorable impression.

If Your Job Was At Stake

The private automobile driver has much to learn, so far as safety is concerned, from the operator of commercial vehicles.

From 1927 to 1934, the number of passenger cars registered increased seven and one-half per cent—while the number of such cars involved in fatal accidents rose fifty-five per cent.

By contrast, during the same period the number of trucks in use increased 11 per cent—while the number involved in fatal accidents rose only five per cent. Similar favorable records were made by buses and taxicabs.

The private driver is his own boss. He can take chances, get in accidents, and be as reckless and incompetent as he pleases without losing his "job"—unless the authorities step in. The commercial operator has to drive safely—or look for another calling. The reckless and incapable driver lasts about as long with a commercial vehicle concern as does a snowball in Hades—and the accident figures reflect that situation accurately.

If every driver adopted the attitude that his job and his livelihood depended upon his being safe and competent, the accident toll would go into a tail spin at

once. As a matter of fact, he has some thing even more vital at stake whenever he takes the wheel—his life, and the lives of others. Thirty-five thousand people died unnecessarily last year because of recklessly or incompetently driven automobiles. Will that happen again?

Destruction Of Property

There are a number of boys and girls in Southport who meet at the post office each evening. They amuse themselves by tearing up blotters, tearing down notices and signs from the bulletin board and by writing names on every available space. When these mild forms of indoor sport grow too dull, members of the party assembled play a game of throwing the dagger—using the post office pens for weapons and the wall as a target. The pen points are dipped in ink in order that they will make their mark.

On certain special occasions, contents of the ink wells are poured out on the floor and the wastepaper basket is likewise emptied. A musical note was injected into the meetings last week when a large tin sign, announcing the opening of a Navy Recruiting Station, was drafted for service as a drum.

It is a disgraceful state of affairs when a public building cannot be left open after dark for fear that government property will be damaged. Nevertheless, Postmaster L. T. Yaskell says that he will be forced to close the post office lobby each evening unless the boys and girls of Southport stop using it for a recreation hall.

It is to be hoped that such a step will not become necessary. Patrons of the post office who have rented boxes have done so in order that they might call for their mail at their own convenience. Sometimes it is impossible for them to go to the post office until late at night.

Postmaster Yaskell says that he hopes that it will not be necessary for him to begin closing the local post office each night, but, first of all, it is his duty to protect the government property entrusted to his keeping, and he must see that the post office equipment is not misused.

As a last resort, the postmaster is appealing to the patrons of the local office to see to it that their children have no part in the nightly merrymaking in the post office lobby. The co-operation of parents in this matter will make it unnecessary to lock the doors of the building.

Power Prospects

While the proposed establishment of a gigantic power plant along the banks of the Waccamaw river to furnish electricity to the outlying rural districts and any urban centers which may desire it remains in the speculative stage, it is not too early to say that such a project would mean much to Brunswick county.

It seems that enough power could be generated from the waters of the beautiful Waccamaw to furnish the motive power for such a plant, with a resultant low power rate for this entire section. Any power rate which would be intended for the rural districts would necessarily have to be low, and water-turned dynamos, it stands to reason, could generate electricity much cheaper than those which required steam for their motive power.

All the resources at hand should be thrown behind this project, with the aim that it should be secured for Brunswick county. And, with the establishment of like plants in all other sections of the country, there seems to remain little reason to believe that this section should be slighted.

Rural electrification has long been one of President Roosevelt's pet projects, and his intention in asking for the expenditure of \$4,800,000.00 for public works to be spent in the next year was to include rural electrification for every part of the country.

Waccamaw river seems the logical place for the establishment of a plant for this area. Electricity could be generated economically, and it would be advantageously located so that all the outlying rural districts and small towns and hamlets could be furnished electricity at the minimum cost.

We certainly hope that before many weeks have passed, that this paper may be able to convey some favorable information to the people of this section regarding the establishment of such a power plant under government supervision and at government expense.

Washington Letter

Washington, July 24.—It is now generally conceded that a crazy quilt instead of an orderly pattern of legislation will be the ultimate result of the Congress' seven months labor. Court decisions probably more than politics have caused sudden changes in policies resulting in laws of weird design. Many believe that the President's forthcoming trip across the country means the opening gun in a campaign to secure a constitutional amendment giving the executive branch of the government authority to weave economic and social policies into the national fabric, which are now denied by virtue of Supreme Court decisions. The legislative situation is becoming more topsyturvy as the Federal district courts throughout the land turn thumbs down on New Deal projects, which have been challenged by effective parties.

Complaints have been reported by legislators against rising prices and uncertain government policies. It remained for the astute Senator Copeland, Democrat of New York, to summarize the wholesale criticisms, which are flooding Congress, in the declaration, "We cannot make people good or prosperous by legislation." Protests are also coming from state authorities against the seizure of powers reserved to the state under the provision of the Constitution that all powers not granted to the Federal government were reserved to the states or to the people. These commonwealths will continue to fight additions to the highly centralized authorities of the Federal government. Even labor leaders, who have been elated at the enactment of laws they favored at this Congress, are becoming suspicious of new trends. They want to know what forces are motivating the centralization of control of labor by the government. It is reported that a series of bills similar to the Guffey coal bill will be forthcoming on other basic commodities within the next week or two. The Guffey bill which is essentially a code for the coal industry is considered unconstitutional even by certain proponents in Congress. However, at the insistence of the President the Guffey bill will be passed before Congress is permitted to adjourn.

It is reported that Attorney-General Cummings is endeavoring to work out a plan which will make this controversial measure coincide with constitutional requirements. Oddly enough a cynical view has developed among labor groups that the Wagner labor disputes bill was passed for political purposes and that insofar as material gains for unions were concerned the rank and file are whispering that, "They were sold down the river by their leaders." All the bitterness of family quarrels are now developing within the ranks of the American Federation of Labor. The controversy centers for the moment around vertical and craft unions. A stormy petrel is John L. Lewis, head of the miners' unions, who is himself under fire from certain elements in the membership for delaying three strikes. The Administration juggernaut will be operating again this week to secure the passage of the new tax bill. The Congress would like to drop it over board, but the President is committed so far that he cannot withdraw his demand for immediate action.

The discussion of the Walsh bill in the Senate is expected to revive criticisms of the Blue Eagle, which were silenced after the Supreme Court put the finishing touch to the NRA last May. The Walsh bill, introduced at the request of the Administration, virtually requires re-establishment of NRA conditions for all manufacturers and distributors bidding for government contracts. The government is one of industry's chief customers and takes advantage of the situation. Government control is also extended through purchases for government-financed relief projects. The implications of the pending Walsh bill are rightfully alarming industry. Those bidding for government contracts will be obliged to pledge the maintenance of hours, working conditions, and wages, which were imposed under the NRA codes. Rather than subscribe to this policy many industries, which have heretofore obtained lucrative contracts from the government, have indicated that they will turn to private industry for their business in the future. If this policy is pursued by a large number of suppliers it is obvious that the government may be obliged to manufacture its own equipment and supplies.

By the way, the NRA personnel has been pruned down considerably. More than 12 hundred employees have been dropped from the payrolls, although at

Pests



least one-third of these have been transferred to other government agencies temporarily. It is reported that James O'Neil, NRA chieftain, expects to eliminate 25 hundred additional employees at a saving of 7 million dollars in salary before he leaves the government service on September 1.

In 1924, one acre of lespedeza was planted in Alexander county; in 1935, there are 5,366 acres planted. This is 14.2 per cent of the cultivated land in the county.

Weekly Quiz

1. Where is Virginia Polytechnic Institute?
2. When was the Irish Free State established?
3. Where did Connecticut get its name?
4. Who is Emperor of Ethiopia?
5. What is the capital of Ecuador?

6. What is the femur?
7. How many drama ounces?
8. Who wrote the book titled: "The Green Light"?
9. Which is the heavier, liquids?
10. What is a sloop?
11. Who is Stanley Baldwin?
12. How many quarts peck?

(Answers on page 5)

SUBSCRIBE TO THE STATE PORT PILOT \$1.50 PER YEAR

Read The Ads

This is the season for the annual late summer sales. Watch the advertising section of this newspaper carefully for news of these bargain events.

Here Is The Tip

Always tell the merchant that you saw his advertisement in The State Port Pilot. Sometimes unusually low prices are offered in advertisements in order to test their drawing power. Carry a copy of this newspaper with you when you go shopping, and check prices

The State Port Pilot

SOUTHPORT, N. C.