

THE STATE PORT PILOT
Southport, N. C.

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It's a pretty good idea not to tear down your old house before your new one is ready to be occupied.

It requires less energy to keep climbing than it takes to get back where you were after you slipped.

The shortest distance between two points for an automobile is not a straight line—if there's a curve in the road.

Farmers should be thankful that the heavy rains of the past few days didn't fall during the crop growing season.

Then there's the story of the woman who hides her husband's good shoes to keep him from running around at night.

In driving at night we'd rather meet an oil truck with dimmed lights than an ordinary passenger car with headlights blazing.

If the citizens of Southport and Brunswick county could really appreciate what the development of an ocean terminal here would mean to this entire section, they would all be looking for things to do to help put over this project.

School Bus Drivers

One of the most practical duties which could be assigned members of the North Carolina State Highway Patrol would be to examine every school bus driver in the state.

School bus transportation is, of course, a necessary part of our system of consolidated schools and, considering the large number of school children transported to and from school each year, there have been remarkably few accidents. However, there is always the risk of some major tragedy that will mar this record and give a black eye to the plan of consolidation.

Principals and parents are very strict in their requirements for school bus drivers; but it is our opinion that every one of these boys into whose hands the lives and safety a truck load of school children are trusted twice each day for a period of eight months should be required to pass a driver's test before a highway patrolman.

Unpleasant Reminder

Residents of Brunswick county who live between highway number 30 and the Columbus county line recently have been reminded of the crying need for a hard surfaced road connecting that highway with that portion of route number 130 that has been paved.

For several days highway number 130 was practically impassable and everyone who attempted to travel that road did so at the risk of being stuck in the mud for hours.

This condition was particularly untimely in that many Brunswick county farmers were rushing their tobacco to market before the close of the Border Belt season. Because of the bad condition of the roads it will be necessary for farmers in this county to haul a good part of their crop many extra miles to warehouses in the Eastern Carolina belt.

It still is our firm conviction that there is no road in North Carolina more in need of hard surfacing than highway number 130.

Pedestrians Rights

The National Bureau of Casualty and Surety Underwrites points out that of the 36,000 fatalities resulting from automobile accidents last year, 16,000 were pedestrians.

Two elements of this situation are important. One is the statistical truth that by far the greater number of pedestrians involved in accidents are doing things

which they should not do. The other is that a pedestrian may be in the right, but that doesn't reduce the disadvantage at which he will always be until collision-proof armor is invented.

Ironically the pedestrian has become standard material for the jokers and cartoonists just as the hen-pecked husband or the taxpayer. No doubt we shall have a new version of the old gag, making it the pedestrian, not the chicken, who crosses the road to get to the other side.

The premise of many jokes, that the pedestrian is a persecuted animal, does not hold water. The pedestrian is safe from any automobile if he observes a few commands: cross only at intersections; cross with the traffic signal whenever there is one; keep children off the streets; on rural highways walk to the left facing oncoming traffic; avoid walking from behind parked cars; look!

Civic Pride

One thing that would do a lot for the town of Southport would be the development of a keener sense of civic pride on the part of her citizens.

The port terminal project now under consideration for Southport is the greatest development ever planned for this section, and there appears to be a fine opportunity to secure the \$4,000,000 grant for this purpose. Still, with all this in prospect, when a mass meeting was called one night last week in order that citizens might learn more about the project from officials of the Brunswick County-Southport Port Commission the audience included only a handful of citizens.

Few businesses or professions are any more progressive than the town or city in which they are located. Because this is true, every citizen owes to his community his loyal support of any worthwhile development.

The day that the port terminal project is approved for Southport the value of local real estate will be doubled. With the employment of more than 850 men on the work of construction every store in town has a reasonable right to expect to double its business within a fortnight. Farmers throughout the county will find a live market for their produce.

The Port City Civic Club, organized for the purpose of stimulating an interest in the development of Southport, has not held a meeting since announcement was made of the approval of the port terminal project by state PWA officials. The support of the members of this organization would at least be encouraging to members of the port commission. We have a feeling that the men who comprise the port commission would like to feel that they have the 100 per cent backing of the business and professional men of Southport and Brunswick county.

Farmers Get A Break

Farmers in this section of North Carolina, particularly those who grow tobacco, have been mighty fortunate this year. There seems to be much dissatisfaction with prices being paid for tobacco in the Eastern North Carolina Belt and Brunswick county growers should be thankful that they have disposed of the greater part of their crop while prices were satisfactory.

It is too much to expect an unbroken string of good years. Nature just doesn't do things that way. Economics, too, has a way of fluctuating. The wise thing for farmers in this favored section to do is to plan for the future. For those who own their farms it would require only a small cash outlay to commence a live-at-home program. Others who do not own their homes have made enough this year to purchase a farm and start on the road to being independent land owners.

Henry W. Grady, famous Southern statesman, was right more than half a century ago when he said:

"When every farmer in the South shall eat bread from his own fields and meat from his own pastures and be disturbed by no creditors and enslaved by no debt; when he shall sit among his teeming gardens, and orchards and vineyards, and dairies and barnyards, pitching his crops to his own wisdom and growing them in independence, making cotton his clean surplus, and selling it in his own time, and in his chosen market, and not at a master's bidding, getting his pay in cash and not in a receipted mortgage that discharges his debt but does not restore his personal freedom,—then, and then only, shall be breaking of the fulness of our day."

WASHINGTON LETTER

Washington, Sept. 25.—War overseas is bound to bring a revival of the ancient game of "leg-pulling" or a struggle for political favors from the Federal agencies controlling exports of munitions and foodstuffs. Already legislators representing important cotton and wheat growing areas are returning prepared to deal with the National Munitions Control Board which formally organized this week. Licenses for export business are valuable to many regions. The foreign favor has side-tracked interest in petty domestic squabbles in anticipation of demands for American goods for the belligerent nations. The State Department is a beehive of activity as the question of our foreign policy becomes a vital issue of the day. With American merchant ships in the war zones the preservation of neutrality is like walking on eggs.

The Treasury Department is equally alive to responsibilities as sabers rattle along the Mediterranean largely because of the effect of world finance on this country's affairs. Great amounts of American capital have been invested in Europe and the protection of our national rights usually presents a ticklish problem. The navy more than the army has more than a passing interest in the situation. They must be prepared to rescue beleaguered citizens from danger zones and police our ports to maintain neutrality. It is small wonder that President Roosevelt's tour of the West has lost much of its appeal as the Administration settles down to the grim business of handling a great nation's foreign affairs during a crisis.

The Supreme Court decision, which delivered a solar plexus blow to the Blue Eagle outfit last May, apparently did not squelch the enthusiasm of the NRA staff for prying into other peoples business. With the writing of code histories practically completed, it is obvious that the NRA group must find some excuse for drawing the taxpayers money. They are now writing around to code authorities asking for their files. The response to their request is very discouraging to these bureaucrats for the majority of code authorities have no intention of turning over their private papers to this group of idle and curious government clerks. Business leaders resent the numerous "fishing expeditions" of Federal agencies seeking material for new legislation.

Likewise, the NRA's statistical study of selected and basic industries is not succeeding because industry is frankly suspicious as to the uses to which this information may be put at the next session of Congress. The Administration is determined to re-enact some form of the discarded NRA structure. To this end, the House Committee on Ways and Means has instructed the staff to study the broad question of trade practices with the idea of devising a legal definition which will find a place in the permanent statutes. Industrial leaders feel that all the talk of trade practice agreements is nothing more than a subterfuge to work out a rigid program of hours and wages, which were thrown overboard when the highest tribunal turned thumbs down on the NRA set-up. Politicians are keeping their ears to the ground to detect the reaction of the American Legion to the bonus issue. The Legion is meeting in St. Louis this week and the bonus will figure prominently in the discussions. No one disputes the fact that the bonus will raise and plague the legislators and the Administration at the next session of Congress. Feeling exists that a measure giving a more conservative bonus without the inflationary conditions such as were included in the ill-fated Patman bill may eventually meet with Presidential approval, especially on the eve of a nation-wide campaign.

Another convention which is giving the politically-minded something to worry about is the forthcoming American Federation of Labor gathering. Two powerful groups within the A. F. of L. are demanding the founding of a Labor party to take the field against the Republicans and Democrats next year. A lively debate is expected, but the conservative element among the labor leaders are hopeful that this high explosive will prove nothing more than a dud. William Green, A. F. of L. president, recently stated that the worker "who pins his faith and hope in legislation and legislative enactment and the government for higher wages and improved conditions of employment will end his days filled with bitter regret and disappointment." The New Dealers who are extremely generous with the trade unionists are depending upon Green and his cohorts to block any third party recruited solely from organized labor.

Corn Husking This Year Is a Problem



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Weekly Quiz

1. What is the capital of Washington?
2. When did the One Hundred Year's War break out?

3. In which state is the birthplace of Virginia Dare?
4. How long was an ancient Greek foot?
5. Who was the twentieth President of the United States?
6. What is the religious affiliation of Franklin D. Roosevelt?
7. What is a gerah?

8. Which is the second largest state in the Union?
9. Who is the King of the world?
10. Which is the longest river in the world?
11. What is a nimbus?
12. What is the abbreviation of manuscript?
(Answers on Page 7)

SCHOOL TEACHERS

We have card board in all colors, tag board, all kinds of poster and drawing paper and other materials for class room work.

Our stock of supplies also includes pencil sharpeners, stamp pads, typewriter ribbons, ink, paste, waste paper baskets, letter baskets and various other items you will need during the year.

We invite you to visit our office.

The State Port Pilot
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