

## THE STATE PORT PILOT Southport, N. C.

PUBLISHED EVERY WEDNESDAY

JAMES M. HARPER, JR., Editor

Entered as second-class matter April 20, 1928, at the Post Office at Southport, N. C., under the act of March 3, 1879.

### Subscription Rates

ONE YEAR .....\$1.50  
SIX MONTHS .....1.00  
THREE MONTHS .....75



NATIONAL EDITORIAL  
ASSOCIATION  
Member 1935

Wednesday, October 9, 1935

### Every Week

Southport merchants are agreed that business was good last week. Several of them have told us that it was the best week they had seen in years. The answer, of course, is to be found in the fact that several hundred visitors were here to attend court.

Now we wouldn't for a moment suggest that we hold court every week in order to stimulate business here at the county seat. We should like to see the time when there wouldn't be enough cases to take up the time for the two regular terms. We were merely using the court crowd for an example.

Last week's business was just a sample of what would happen every week if money should be made available for the port terminal development at Southport. Plans approved by state officials of the Public Works Administration would provide direct employment for more than 850 men. Think of the boost that business would get from the buying power of that many men and their families!

Southport citizens should do everything in their power to aid the cause of the Brunswick County-Southport Port Commission.

### For Safety Sake

The court room of the Brunswick county courthouse was packed to overflowing throughout the three days of the Jenrette trial and a thoughtful observer could not help wondering what would happen if fire should suddenly break out.

The courthouse is not a fire proof building, the court room is on the second floor and the front stairs is the only exit. The court room should have a fire escape.

During the court week it also was apparent that a back stairs to the court room would have been a great convenience to the judge and the court officials. Each time they came into court or went out they were forced to elbow their way through the crowd of spectators.

We know that the erection of a set of stairs within the courthouse probably would entail a prohibitive cost. However, we do believe that a iron stairway could be erected at the rear of the courthouse on the outside at a nominal expense. This would do much to eliminate the fire hazard and also would afford a private entrance to the court room for the use of court officials and for bringing in prisoners.

### Remembering Names

How do you like to have someone come up to you and say "Good morning, Mr. ah, uh . . . Oh I'm sorry, I've forgotten your name. I'll declare, I just can't remember names to save my life?"

That sort of thing used to embarrass us. Somehow or other, we had the idea that maybe it was our fault that the poor man couldn't remember our name. We have stopped that, though. We now leave the responsibility of feeling embarrassed entirely up to the name-fumbler.

But there is another type of student of this school of forgetfulness toward whom we are not inclined to be so charitable. He is the man who has had ample time and opportunity to learn your name, yet persists in either mispronouncing it or addressing you by a wrong name altogether.

Every time this happens to us we feel an involuntary iciness. Our friend is either too dumb or too mentally lazy to remember our name and every conversation we have with him starts off under a strain.

Don't be one of the thousands who excuse this kind of carelessness by classifying themselves as one who never could

remember names. Special effort to overcome a weakness of this kind will pay a rich dividend in friendship and respect.

### When The Death Angel Rides

The motor vehicle is no respecter of persons.

Hardly a week passes without newspaper headlines telling of the sudden death of some statesman, industrial leader or other celebrity.

A few recent names on the roster of those who died because of carelessly or recklessly driven motor vehicles, comes readily to mind. Not long ago, Colonel T. E. Shaw, the famed "Lawrence of Arabia," was killed when he fell from his motorcycle, which he was driving at 80 miles an hour. Only a week or two ago the wife of the Secretary of Interior perished when the car in which she was riding at high speed skidded in loose gravel and overturned. Just before, the beautiful Queen Astrid of Belgium met her death, when her husband, driving the roadster in which she was riding, looked away from the highway at a road map, and ran headlong into a tree.

These tragedies become known in a million households because of the prominence of the victims. But they are no worse, no more tragic, than the thousands of similar deaths which occur annually and make, instead of headlines, a mere item on an inside page of the newspapers. Recklessness, carelessness, incompetence—these are the scarlet three which cause so much needless grief, so much unnecessary suffering, so great an economic waste. When one of them takes the wheel, death rides, too. The Death Angel does not always strike, but there is a limit to how long he can be withheld.

Care, caution, competence—these constitute the three things which can prevent automobile accidents, major and minor. The issue must be put squarely up to each driver. It is purely an individual problem and will always remain so. Traffic laws and enforcement can do nothing if the public will not co-operate.

### War Can Be Stopped

Fighting has begun between Italy and Ethiopia.

After three days deliberation the League of Nations finally announced that "Ethiopia had been absolved from all blame for starting the war." Now that must have made the Ethiopians feel mighty good, the only trouble is that there were several thousand citizens of that country who were killed before they found out from the League that they were in the right.

The chief cause for the war is that Italy is too small for Mussolini and his ambitions. His decision to carve off a big slice of Ethiopia for his country hasn't made him any more popular with his neighbors in Europe, but he knows that he will have plenty of time to take what he wants before the statesmen can confer enough to decide what they are going to do about it.

Now we don't know much about this business of war. The last one was fought before we were old enough to do much about it except cut out war pictures and paste them in a scrap book. We thought that the terrible stories we heard about the World War would be enough to keep any nation from ever wanting to fight again.

There used to be a man in France named Napoleon. He was a pretty good soldier, too. One time he said that an army fights on its stomach; that's just as true now as it was then. A man can't fight if he doesn't eat.

Now when the men of a nation are busy fighting, they don't have much time for raising food and making clothes and other things they need. That is why nations at war go into debt—borrowing money with which to buy these things. All their supplies, their guns and their ammunition must be bought from nations who are not in the war.

Maybe this sounds simple, but it seems to us that if every other nation would refuse to sell any food, clothing, guns or ammunition to either Italy or Ethiopia and refuse to lend them money while they are fighting they soon would have to stop so they could go back home and raise enough food and make enough clothes to live on. If they had to go back to work in order to make a living they wouldn't have time to keep on killing each other and the war would have to stop.

## WASHINGTON LETTER

Washington, Oct. 9.—Two matters of interest to officialdom this week are: the fall term of the Supreme Court in its new building and the effect of buying for African war needs on crop restriction and other governmental policies. The policy of isolation adopted by this country may prevail for sometime, but the commercial opportunities that come in selling farm products and other commodities at high prices to nations at war may upset the best intentions of the government. Questions of vital importance to our domestic affairs will be brought to the highest tribunal for final adjudication. These tests involve a flock of new laws passed by the Congress dealing with economic and social life. Until the court rules on the validity of these issues, the uncertainty over administrative regulations will prevail.

The contrast between this government and other nations is no better illustrated than in President Roosevelt's peaceful fishing expedition while other world officials are having sleepless nights. The jingoists, who cry for war on the slightest pretext, are stilled by this situation. Incidentally, there is a lot of private talk as to what branch of the service would fare best in appropriations in event this nation was forced to take an aggressive stand. The Army makes no secret of its concern that the Navy would have the upper hand as the President formerly Assistant Secretary of the Navy during the World War and knows the feuds between the two service organizations. The Munitions Board which controls export licenses of war supplies is keeping petitioners on the anxious bench by an indifferent attitude. The State Department which favors diplomatic measures holds the whip over this powerful new agency.

Echoes from President Roosevelt's "swing around the country" show that people he addressed felt the speeches were more a defense of policies than a call to change the Constitution. At the outset of his trip, observers believed he would appeal for aid in jumping the blockade laid down by Supreme Court decisions. Republicans assume that the New Dealers are determined to win the West on the theory that the industrial East is on the verge of rebellion against the party now in power. A series of local elections next month will be watched as a symptom of changing political sentiments.

The flood of statistical material now descending on political camps here illustrates the old adage that statisticians seldom agree. Recent Presidential utterances about recovery are subjected to close scrutiny in Republican quarters while Democratic campaigners rush "interpretations" of tables and charts to re-enforce White House claims. The incumbents have a decided advantage as data emanating from governmental sources carries a certain hall-mark of authenticity sometimes lacking in private compilations.

Many officials of civic groups are torn between political factors and community needs. It is said that local commercial groups anxious to establish their towns as definitely on the up-grade are not at all adverse to exaggeration. Except for measurement of postal receipts at only 50 post offices, and these are confined to metropolitan cities, the Federal government itself possesses no accurate index of economic recovery. Returns from the limited NRA survey in a few basic industries are disappointing and scattered. Business groups, suspicious as to the ultimate use of this data, are not co-operating with the skeletonized Blue Eagle seeking information on wage rates and hours. The census of business authorized as a relief project will be speeded to get what will probably be a fair picture of actual conditions. Whether the data will be analyzed in time to provide political ammunition is another problem.

Because of the influence exercised by trade unions over legislative matters during the last two years, widespread interest is attached to their meeting in Atlantic City this week. The political importance of this gathering may be gleaned from the orders of the A. F. of L. Council to officers of state federations of Labor requesting them to interview candidates for public office as to their position regarding labor legislation. The labor groups are having their own troubles with the development of factionalism which seriously threatens solidarity and co-operation, so essential to the furtherance of trade unionism. The executive reports show that the labor unions are not counting on the recovery business to put all the unemployed to work. Therefore, they are endeavoring to lessen the work week presumably to a standard

## Autumn Decorators



30-hour week and at the same time through collective bargaining lift the workers income. Reports to the convention show that the unions expect great things from the National Labor Relations Board in pushing bargaining in industries which have here-

tofore resisted organization by the unions. It is significant that the A. F. of L. places little faith in codes because of the insufficient powers of enforcing the labor provisions. The union executives have sidestepped taking a definite position regarding the re-

vival of NRA at the congress, which does not support for this project.

A car of limestone was delivered to Yancey county farm the county agent last week.

# REMINDER

A year's paid-in-advance subscription to  
The State Port Pilot will extend throughout  
the greater part of the 1936 political campaign  
and up until one month before the general  
election.

Subscribe now and be sure to keep in  
touch with your county news throughout the  
coming year.

The State Port Pilot  
Southport, North Carolina