

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

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Wednesday, December 4, 1935

Now we know that "talking cold turkey" means getting down to real business.

Buy Christmas Seals for your Christmas package and help those who are less fortunate than you.

The time to terminate a visit is while you hate to leave and your host hates to see you go.

And the next milestone for the school children is the beginning of the Christmas holidays.

If you don't want to get lost in the woods at night, don't walk behind the lantern.

If you want split-second service, don't wait until the last minute to do your Christmas shopping.

There isn't any doubt that the farmer's are the backbone of the nation, but the professional grafter's usually astride it.

If Mussolini suddenly called all his men home, Duke, State and Carolina wouldn't have a football team.

Some fellow says sulphur is odorless. Try to convince anybody who ever tried to cure the itch of that fact.

We extend our congratulations to students and members of the Waccamaw school faculty for their 100 per cent enrollment in the Red Cross.

We are glad to see the movement of repairing and repainting local property continuing. Money spent for upkeep is a good investment and well-kept homes give an impression of prosperity.

**Clean-Up Campaign**

A fine place to start a local clean-up campaign is down near the depot where several worn out locomotives and railroad cars are slowly rusting and rotting away. Not only does this out-of-date rolling stock present an ugly background for more modern views, but it gives a depressing impression of broken down transportation facilities that is not at all fair to the service being rendered by the W. B. & S. railroad.

If the officials of the railroad are approached in a proper manner by representatives of some civic organization of Southport, we believe they will be glad to co-operate in removing these rusting railroad relics.

**Nothing Definite**

Anyone reading political comment on recent elections must have felt confused. Democratic spokesmen hailed the vote as an endorsement of the Administration. Republican spokesmen were equally jubilant, said it showed that the GOP had matters well in hand.

The truth, according to unbiased commentators, lies between these extremes. In the words of Time, the elections "proved merely that the Democratic majority is: in New York, not so big as it was a year ago; in Kentucky, still bigger; in Philadelphia, not yet a majority." In other words, they proved next to nothing. And next to nothing will be proved until next November, in the opinion of most experts, who are thoroughly up in the air as to the political outlook.

**Menace To Safety**

Because of the dangers involved in driving a school bus across the floating bridge over the inland waterway, local school officials have been forced to dis-

continue transportation service for school children who live in that section.

During high tide, signs are erected at each end of the bridge warning motorists that they cross at their own risk. After due investigation, the school officials decided that they were not justified in taking the responsibility of running a school bus over this precarious structure four times a day.

We have been informed that the bridge was erected as a temporary affair, and that original plans call for the construction of a permanent span. When it comes to a question of providing safe transportation for school children, we think it is time to do something about the present condition of the bridge.

**Real Service**

The modern motorist is beginning to appreciate more and more the courtesies shown him when he stops at an up-to-date service station for gas and oil.

By the time the automobile has come to a full stop the alert attendant is wiping off the windshield. Quickly he finishes this job and checks the radiator to see if it needs any water. If you want him to, he will test the anti-freeze mixture in it to see if it is safe for unusually cold weather.

Then he comes around to the question of gas. Usually in appreciation of this service he is given a chance to 'fill her up.' Before you leave he checks the oil and asks if you want him to check the tires and battery.

You just can't get around service like that. Every one of those items is important for safe driving and protecting the life of an automobile, and the service stations who render these special courtesies are gradually running the 'there's your gas, now pay me' men out of business.

**Enforcement**

Of all the weapons being used to combat motor traffic accidents, law enforcement is after all the most important. This is not to minimize the vital need for such primary measures as education and engineering, for education is a great hope and only through it can we achieve the ideal of self-enforcement. Traffic engineering is a fast-developing science which can and does go far in reducing the probability of motor accidents caused by faults in street and highway design and construction. Nevertheless, until education teaches the motorist better habits and a proper respect for the added advantages given by traffic engineering safety, enforcement must assume the practical leadership in accident reduction.

People who are otherwise law-abiding, deliberately break the traffic laws every day. The result last year was 36,000 killed and close to a million injured. The police cannot afford to let down in their enforcement efforts, rather must they intensify them. Probably the first requisite for good enforcement is good laws to enforce. The truth of this statement is proved by a survey by the National Bureau of Casualty and Surety Underwriters. This survey showed that the trend in the ratio of motor accident fatalities to gasoline consumption increased twenty per cent in six years in a group of states having no driver's license laws, while at the same time, it decreased twenty-five per cent in those states with standard license laws. So long as the law itself is lax, not only about licenses but also about the whole motor vehicle code, it cannot be surprising that the motorist is also lax.

A second requisite of good enforcement is intelligent application of the law. All offending motorists are not alike, either in their attitude or the degree of their offense. No police officer has the right to abuse his authority by abusing a motorist where harshness is not called for. The "bawling out" should be saved for the extreme offender. The average violator, being the average man, is amenable to reason. The policeman who can explain how the safety of the offender and of others has been endangered by an illegal or an unsafe practice and who is equipped as well to demonstrate statistically the toll taken by that particular violation, is far more likely to win a convert to the good driving idea. Correction and not punishment is the aim of modern traffic law enforcement.

Real enforcement, therefore, is self-enforcement. Death and destruction on streets and highways will practically cease when every driver and every pedestrian becomes his own agent of enforcement.

**WASHINGTON LETTER**

Washington, Dec. 4.—Signs of Congressional activity are noted in the meetings of the House Committee on Appropriations here this week. This vanguard of 39 legislators consisting of 28 Democrats and 11 Republicans has one of the toughest jobs allotted to the lawmakers. Many pride themselves as "watch dogs of the Treasury" and try to beat off all raiders from official or public life. Through their hands pass the demands for enormous Federal expenditures now running into many billions. Operating through small sub-committees, the House Appropriations group finds its problems multiplied with the new assortment of alphabetical agencies demanding money for current and future needs. The deficiency appropriation bill authorizing the expenditure of one hundred million, which encountered the Huey Long filibuster in the Senate in August, must be revised to care for the expense accounts accumulated during the last four months.

Conscientious solons go through the departmental estimates with a fine comb and a pruning knife. It is a notorious fact that estimates submitted from bureau chiefs to the Budget officers are deliberately inflated with the expectancy of deflation at the hands of Senate and House committees. The departmental and bureau executives are quizzed by the sub-committees behind closed doors and the hearings printed in time for reading when the bill reaches a vote. The committees have found considerable demand for economies and fulfillment of the Utopian slogan "balance the budget." The betting is to the effect that many years will elapse before the Federal government regulates its expenditures to revenue. In addition to prepared estimates from the executive branches of the government the committees must be on the alert for new authorizations proposed by their colleagues. Already notice has been given that bills will be introduced at the next session calling for two billions in a mammoth building of private homes by the national government to relieve the housing shortage.

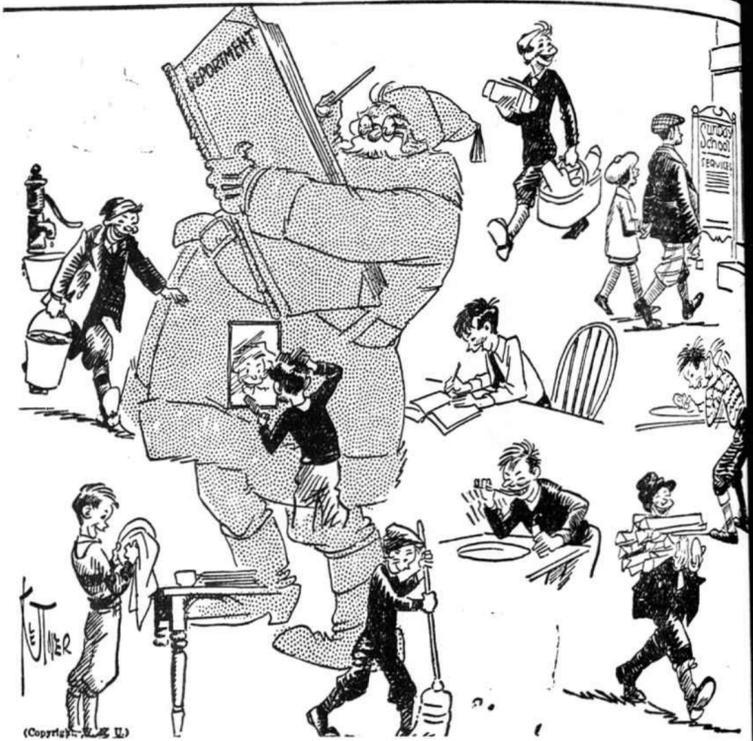
The little birds perching on political fences bring tidings of new extensions of Federal control over industries. While the soft coal industry is staging judicial tests of the Guffey Coal Act, government forces are quietly preparing to place petroleum and natural gas in their embrace because these commodities are competing fuels. The tentative policy of the Coal Commission is to regulate or restrict the utilization of these fuels so that demand for bituminous coal will revive employment and increase prices. The consumers of oil and natural gas, who have benefited from lower costs particularly in areas adjacent to oil and gas fields in the Middle and South Western states, may soon feel the effects of the proposed policy.

Already the Federal agencies are demanding compliance with the Guffey coal code through a form of coercion. Railways which may haul mail and automobile companies which sell equipment to the government are asked to forget cheaper sources of energy and burn more soft coal to put miners and others back to work. The alternative is an embargo on government purchases of their products or services. Oddly enough, the government through the coal commission possesses the power to fix prices and allocate production of soft coal—a procedure which anti-trust laws prohibit when attempted by private enterprise. The Supreme Court may, of course, upset this scheme in event they decree the Guffey act unconstitutional.

President Roosevelt's speeches are studied carefully these days in an effort to determine the trend of legislation. The arguments he advances regarding policies of the Administration are providing a background for his annual message to the Congress. The budget message is the first of formal reports which will reach Congress after New Year's Day. The annual message delivered either in person or writing will contain an outline of the New Deal's objectives. It is anticipated that the specific suggestions will be limited and that the Chief Executive will follow his usual custom of sending numerous special messages to boys on Capitol Hill. The Southern contingent were concerned over his utterances at Atlanta last week because of the implications on politics in the South. The middle West expects something of the kind when Mr. Roosevelt receives his honorary degree at Notre Dame December 9.

Legislators cherish the hope that the Administration will keep its pledge for a short session by curbing requests for new and novel laws. Incidentally, these talks in selected areas are con-

**A Month of Miracles**



sidered part of the campaign for re-election and are treated accordingly.

**Mechanical Marvel Of Present Age**

You have missed a treat if

you have failed to make the acquaintance of a new comer in the Waccamaw community. She is "Patsy Purvis."

She is very modest, wearing a little paint—and was well behaved until the weather became a little breezy. She showed her

dislike for this sudden change in temperature by much spitting and spitting—as is the nature every Ford. "Patsy" is owned four of the new teachers at school who board with Mrs. Purvis.

**SUPPLIES**

All books and supplies you may need in completing a record of your business during the year may be purchased at the office of The State Port Pilot

- LEDGER BINDERS—
- LEDGER LEAVES—
- BOUND LEDGERS—
- DAY BOOKS—
- JOURNALS—
- PENCIL SHARPENERS—
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