

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

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A feller says it's all right to pay as we go in the depression. Nother feller wanted to know if we're goin' anywheres.

It won't be long before tobacco farmers won't be able to tell whether their friendly visitors are tobacco warehousemen or politicians.

It has been a long time since as many people have been as wrong about one thing as they were about the outcome of the Joe Louis-Max Schmeling fight last week.

How About The Ocean

Last week in his excellent magazine, The State, Carl Goerch paid editorial tribute to the scenic attractions of Western North Carolina during June and urged as many as possibly can do so to go to the mountains this month.

Far be it from us to question the grandeur of the mountains or to criticise Mr. Goerch for going to bat for them; but we take this opportunity to welcome those who, like us, find a stronger appeal in the great Atlantic, to visit the coast this summer.

Personally, we wouldn't trade deep-sea fishing and surf bathing for hiking and mountain climbing; nor would we swap the salty smell of an ocean breeze for the crisp coolness of the mountain air.

Finally, the ocean with her changeable moods—her storms, her calms, her tides, her sea-going traffic—offers mystery unmatched by the mountains.

Daring Rescue

While citizens of Southport slept, members of the Oak Island Coast Guard station completed at 1:00 o'clock Saturday morning one of the most hazardous trips ever undertaken in this section.

Word was received here at noon Friday that G. F. Moon, assistant engineer aboard the Cape Fear lightship, was seriously ill and that it was imperative that he be removed to a hospital. In spite of the fact that the wind was blowing and the ocean was so rough that no fishing vessels had gone out for two days, Captain W. H. Barnett, Theodore Willis, Johnnie Jones and Richard Scarboro set out in a 36-foot boat.

The lightship lies 40 miles at sea, the little boat is capable of making only 8 miles per hour; and the sea was rougher than it had been in many a day. Hour after hour the tiny boat plowed its way through the angry water. When she reached the lightship, the water was so rough that there was some difficulty experienced in coming alongside.

Once the sick man was aboard, the Coast Guard boat headed in. The suffering man was made as comfortable as possible and was delivered to the Brunswick County Hospital shortly after 1 o'clock.

Questioned about their trip, Captain Barnett disclaimed any deed of heroism; but they did admit that their trip was plenty rough. They were all back on regular duty Saturday morning.

It is the nonchalance with which deeds like this are performed that give people the respect they have for the Coast Guard service.

Government Inspection

Tobacco growers of this section are interested in two recent announcements which offer them an opportunity to vote for the establishment of free government inspection service for their crop.

Tobacco inspection is the determination of grade on the auction floors by an official inspector. Inspection on designated markets will be made in the warehouse prior to the sale and the Government grade will be marked on warehouse tickets.

If two-thirds of the growers voting in

any referendum favor the designation of a market, the Secretary of Agriculture is authorized to designate such market under the Tobacco Inspection Act for free and mandatory inspection.

After a market has been designated by the Secretary, no warehouseman may lawfully offer tobacco for sale at auction thereon until it has been officially inspected and certificated. The entire cost of inspection and certification on a designated market will be borne by the U. S. Department of Agriculture. In addition, the Department will furnish without cost daily or weekly official Market News Reports, showing the average prices at which each grade sold in the type area. The grades will be announced in the auction.

The inspection will not interfere with the manner in which farmers customarily deliver their tobacco to market. Nor will it interfere with any other privileges of the tobacco farmers. Following the auction, a farmer can make rejections when he is not satisfied with the price offered. He can sell his tobacco when and where he pleases. Voting in this referendum places no obligation whatsoever upon the grower.

Because of a shortage of competent inspectors it will be impossible to provide this service this year for more than a limited number of markets. We believe, though, that this movement is one that will prove beneficial to the farmers, in that it will establish a balance between quality and price.

Facts In The Case

In support of the 12-foot channel project on the Atlantic Intra-Coastal Waterway from Southport (where the 12-foot minimum from the Delaware River, south, ceases) to the Savannah River, and ultimately the St. John's, President Moore of the Atlantic Deeper Waterways Association has submitted, in the form of a brief, to the Board of Engineers at Charleston, a report of casualties to vessels taking the outside course at which assistance was rendered by Coast Guard units for the five-year period, from July 1, 1930, to June 30, 1935.

The report shows that between Beaufort, and Georgetown, S. C., there were 669 instances of relief rendered, the value of the property involved being \$7,478,682, the value of property lost, \$94,855, and the number of persons on board the vessels assisted, all of whom were rescued, 3,177. The Coast Guard stations rendering assistance in these 669 instances were at Cape Lookout, Fort Macon, Bogue Inlet, Cape Fear and Oak Island. The vessels risking the open sea and requiring assistance before they reached port included every type of pleasure craft and merchant vessel. There were motorboats, barges, yachts, sailing craft, steamers, tugs, river craft and ocean-going vessels ranging in value from \$100 to \$550,000. Among the venturesome small craft picked up at different times were three sailboats valued at \$50 each, and one rowboat, the value of which was \$5.00. The greatest risk taken, evidently, was outside of the Fort Macon station, where the total number of rescues was 324, the next dangerous point being outside of Oak Island station, where 183 rescues took place. The number of instances at Bogue Island station was 77. The Coast Guard reported four other casualties, all large vessels, stranded in the vicinity of Frying Pan Shoals. These casualties were reported by Collectors of Customs in accordance with law. The value of property in these four instances was \$1,331,690, the actual property lost being \$34,500, and the number of persons on board, 126.

One of the outstanding reasons justifying the construction of inside waterways is the saving of life and property from the ravages of the open sea.

Between Beaufort and Georgetown, S. C., in five years at least 669 of the thousands of vessels plying north and south took this open-sea risk involving life and property to the extent above stated. More than half of them being small craft will no longer have to go outside, since the completion of the inland waterway from the Delaware River to Miami, Fla., safeguards them from the shoals and the capes which hitherto have brought disaster.

We pay tribute to the Coast Guard, which did such admirable work on tempestuous outside waters when the now newly opened inside passageway between northern and southern waters did not exist.

13 Popular Superstitions

You can expect wealth and health if you have a mole on your neck.

Every gambler knows it is lucky to rub the back of a hunchback.

If the sole of your foot itches you are going to step on strange soil.

Stumble when starting on a journey and you will have no luck at all.

If the water boils away on the stove it's a sign that it is going to rain.

It's a bad omen to meet a cross-eyed person when starting on a journey.

If a bride weeps profusely on her wedding day she will always be lucky.

If a cock crows before the door during a rainstorm it's going to clear up.

If you want to ward off evil always carry a rabbit's foot in your pocket.

To be born with a caul is one of the luckiest things that can happen to you.

Eat goose at Michaelmas and you will have money all the rest of the year.

Kill a swallow and destroy its nest and bad luck will soon overtake you.

Throw an old slipper after a bride and bridegroom and bring them good luck.

FANCIES and FACTS

Something New, Something Old, Something different (By Carter Burke)

Say, does your life have an odor or a perfume?

Great men are often simple, but a simpleton never has been great.

Do you honor your job, or does it honor you?

When hubby and wifey begin to lay down the law to each other, courtship ends and court begins.

When some people leave we feel like saying: "You're not going thank goodness, come again when you can't stay as long, and let us know when you're coming and we'll cut our throats"

Men are like drums: they make the most noise when they have an empty head.

Courtesy repays one doubly when used at home.

It makes some people mad when told they're wrong and their conscience says the same.

FACTS
So sacred is the cow among Hindus, that to mention its use for meat defiles the tongue, they believe. White cows are worshipped in India, and they are allowed to walk unmolested among the people at the market places and elsewhere. Killing one is a capital crime. After eating some of the tough cow in a particular cafe I'm inclined to believe that killing it was a capital crime too.

The field museum has a model of a rattle snake's open mouth showing the harmless rows of small teeth and the long curving and hollow fangs which contain and eject the poison.

The largest wisteria vine in the world grows at a show place on Fern Lake ranch near Montell, Texas. It was planted more than 52 years ago and has more than ten thousand feet of tendrils. At the ground the vine has a circumference of more than four feet. Its beautiful blossoms attract a lot of attention.

The Queen Mary, the giant English liner, has twelve decks including a promenade deck 750 feet long, and wide enough to accommodate two railroad tracks. This is now the largest ship in the world, but probably not the largest ever built, for if all the people who say they have ancestors who came over on the Mayflower are speaking the truth, then the little Queen Mary hasn't a chance.

Who Cares for the Feelings of a Small Boy. By PERCY CROSBY



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