

THE STATE PORT PILOT Southport, N. C.

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Wednesday, March 11, 1942

A hard boiled egg is hard enough to digest, let alone if he's trying to discuss world affairs.

In our southern climate, how did the kids here know so much about snowballing?

Some books you just can't put down—providing they have an ample supply of glue on their covers.

Something For Nothing

During the next ten days a campaign will be in progress to collect scrap iron of all kinds and to deliver at central points for collection by junk dealers.

Usually there has been some reluctance on the part of citizens to go all out on a program of conservation even for a vital phase of National Defense when it was realized that some junk dealer was being paid for the patriotism of civilians.

But the scrap metal program has been set upon a basis that is both patriotic and practical from beginning to end. The metal is to be sold, not given, to the dealers; and the money is to go to the Brunswick County Chapter of the American Red Cross.

So here is your opportunity to cooperate with a drive that deserves your very best effort. There are few homes and very few farms where there are not some old pieces of scrap lying around. The premises will be beautified, the defense program will be helped and the Red Cross will receive much needed funds from this effort.

The Public Needs To Know

Occasionally you run into a man engaged in public business who seeks to hide his head in the sand like an ostrich with withholding information to which it is entitled from the public.

This has not been the practice of the Brunswick County Tire Rationing Board who has made a practice of publishing a complete list of persons who have received certificates for the purchase of tires and tubes.

Last week we published the names of those to whom certificates were granted during the month of February. By Monday morning at least a half dozen persons had reported that two certificates had been granted a man whose residence is in South Carolina, but whose address is at Shallotte. No misrepresentations were involved, and the matter was quickly straightened out to the satisfaction of all concerned.

But the point is that it was possible to act quickly in this matter only because the public had been taken into the confidence of the board with regard to its activities.

The Wreckord

Last year, when the need of human energy and natural resources proved more desperately urgent than ever before, the American people proceeded to liquidate more of their number and to demolish more of their mechanical facilities than in any year since the introduction of the motor car, according to a new booklet entitled "The Wreckord" just issued by a well known insurance company.

The booklet is the twelfth in a series issued annually and presents a comprehensive analysis of the facts about accidents in which 40,000 persons were killed and almost a million and a half were injured in 1941. Both totals, it is pointed out, are the highest in the history of the automobile.

There were more than a million accidents during the year involving injury or death and several million others involving property damage only. Probably 1,000 automobiles a week were demolished beyond repair.

"The nation, if it is to succeed in its

victory program, simply cannot afford a continuation of this waste of life, of man-hours, of hospital space, of machinery and of morale," the foreword states. "The record of death and injury is one that should leave every American with a sense of shame and should move every one of us to resolve that it shall never happen again."

Some of the increase in deaths and injuries can be laid at the door of drivers under 18 years of age and older drivers with less than a year's experience at the wheel, the analysis shows. Accidents also increased somewhat out of proportion in the 18 to 24 age group. Gasoline consumption and motor vehicle registration increased last year, but not in as great proportion as did accidents. Pedestrian deaths and injuries actually dropped from the totals for 1940. Weighing all these factors, the company's statisticians find no explanation for the abnormal record than that drivers were more careless and reckless than ever before.

Highlights from the annual report, based on official records from the 48 states, including the following facts:

Exceeding the speed limit was responsible for almost 42 per cent of the fatalities. In no other year since the record has been kept has speed loomed so large as a factor in accidents.

Two out of every three persons killed met death as the result of some reckless or illegal action on the part of a driver.

More than 90 per cent of all vehicles involved in fatal and non-fatal accidents were in apparently good mechanical condition at the time of the crash.

More than 82 per cent of all fatal accidents occurred on dry roads and 87 per cent happened in clear weather.

A feature of this year's booklet is a quiz entitled "Off To Work You Go." It proves the folly of dawdling at home and then hurrying on the highway to make up for lost time and shows the "quizee" the exact hour he should get up in the morning in order to get to work safely and on time.

Shears And Paste

THE LOS ANGELES MYSTERY

(New York Times)

The more the whole incident of the early morning of Feb. 25 in the Los Angeles district is examined, the more incredible it becomes. First reports were that "a big floating object resembling a balloon" was seen in the sky and fired upon. Another report is that one plane was seen; still another that it was "twenty-seven" planes; still another that it was "hundreds." The Secretary of the Navy later declared that the whole thing was "a false alarm." The Secretary of War now declares that there were some fifteen aircraft involved. He declares, however, that they were unidentified, but that "they may have come from commercial services operated by enemy agents."

In any case, anti-aircraft guns opened fire on these unidentified craft and fired "1,430 rounds of ammunition." The ammunition itself did some damage in the city. But no bombs were dropped and no planes were brought down (though Secretary Stimson says that they were flying at altitudes between only 9,000 and 18,000 feet). More astonishing still, not a single American plane took off to engage the unidentified aircraft, to pursue them to their bases or even to try to identify them.

This incident is a cause for grave misgivings. The complete contradiction between the statements of the Secretary of War and the Secretary of the Navy is evidence of a continuance, at the top, of that lack of cooperation and liaison between the War and Navy departments that proved so fatal at Pearl Harbor. But even this may be less important than other aspects of the incident. Is it the custom of anti-aircraft batteries to fire on unidentified aircraft? Suppose they had been American military planes? If the batteries were firing on nothing at all, as Secretary Knox implies, it is a sign of expensive incompetence and jitters. If the batteries were firing on real planes, some of them as low as 9,000 feet, as Secretary Stimson declares, why were they completely ineffective? Why did no American planes go up to engage them, to pursue them, or even to identify them? How long does it take after such an alarm to get our planes in the air? What would have happened if this had been a real air raid? Is it possible that our whole system of supervision is so lax that a group of "enemy aliens" can casually take off from their own planes on near-by American airfields and fly over our cities at night?

An immediate investigation, a clear statement for the public and a prompt rectification of the conditions which made this incident possible are imperative.

Just Among The FISHERMEN BY BILL KEZLAK

A matter which has been causing considerable speculation now appears to be definitely settled, so far as present conditions are concerned. Parties making fishing trips this year will not have to have Custom House Identification in order to make the trip.

But the boatmen carrying these parties out will have to have such identification, and he will be responsible for those he takes out. He will either have to know them personally or have them vouched for by some one he does know.

With the average of persons going out on a fishing boat being four or five, it would have taken a lot of red tape and delay to get each party identified at the custom house. At present there does not seem to be any existing conditions warranting restrictions stronger than the boat crew can impose. As things are, the boatmen who have identification papers from the custom house may arrange for a party and then report to the Coast Guard by phone or otherwise, reporting that they are going out and where they prepare to fish. Permission can be secured from the coast guard in a few minutes, provided there are no reasons why the party should not go out.

Best bait for freshwater fishing right now, and the easiest to obtain, is live minnows. This early in the year the minnows may not be so readily obtainable in freshwater, but they are plentiful in shallow tidal streams. We have always found that the easiest way to get these minnows was to take an iron hoop, about the size of the head of a flour barrel. Over the hoop mosquito netting or other netting with a small mesh may be stretched. The bait, preferably fresh beef or a carb, should be placed in the center of the netting. A string or wire arrangement should be made to lift the trap out whenever the minnows are collecting around the bait. It is best to have the trap-lifting arrangement on the end of a strong pole and work it as you would work a fishing pole when fishing.

If possible the minnows should be transferred from the trap to the minnow pail without handling. The pail should have a plentiful supply of water like that in which the minnows are caught. In other words, you can't very well keep salt water minnows in freshwater or vice versa.

Some sportsmen prefer to run their hooks through the back of the minnow. This often kills it immediately and probably entails needless suffering. So far as we are concerned, we have always elected to run the hook into the mouth of the bait, and out through the lower lip. Attached in this way it will live much longer and be more lively.

Probably only second to live minnows at this season of the year, provided also you are not electing to use artificial baits, are the common earth worms. Don't run your hook through these worms from end to end; a far better way is simply to pierce it through the middle, leaving both ends free to wriggle and attract the prospective victim. Two worms may be attached in the above way, when desired, but one large and fat one is sufficient.

Both large and small mouth bass and the many varieties of perch prefer the small live minnow and large angle worms at this season of the year. Don't make the mistake of having your minnows too large. A inch and a half in length is amply large enough for the bass. Perch prefer them even smaller than that.

We have noticed that many fishermen consider a vigorous jerk on their rod or pole as being essential when they get a good bite. For tender and thin mouth fish, such as bass and perch, only a gentle jerk should be made to set the hook. The fish should then be lifted out as gently as possible. A heavy jerk, followed by the attempt to swing the fish to the bank too rapidly usually results in the hook tearing its way through the mouth of the fish, and its being lost.

Industrial activity rose further in January and the first half of February, reflecting continued sharp advances in the outfit of military products.

THE HOME FRONT

"Now is the time for all good men..."

Rugged, independent, but free, MacArthur's men stand on Bataan, a daily living sacrifice to democracy. There, on the wild mountainous battlefield with the impregnable rock of Corregidor at their backs, in what military experts almost unanimously regard as a hopeless situation, these indomitable Americans and Filipino refuse to recognize defeat.

MacArthur's men fight on, Filipino and American alike, because they are willing to sacrifice their lives—not just face a little discomfort—to remain as free and rugged in their thoughts as the rocky jungle-grown peninsula where they make their stand.

And because they are freemen, born of American democracy, it is not in them to accept their situation as hopeless. Not when they can lash out against the treacherous overwhelmingly powerful foe as they did last week and with a few tiny planes blast to the bottom of the sea 30,000 tons of shipping and hundreds of Japs.

These freemen cannot see the "hopelessness" of their plight so long as they believe the people on the Home Front willingly will step forward to shoulder their share of the sacrifice. They know it is work and sacrifice on the Home Front that will bring us victory. And, so long as it is humanly possible, they will fight on, for they intend to be present when the Axis armies lay down their arms to end the war.

PRESIDENT SOUNDS TOCSIN President Roosevelt, it was, who reminded the country that "now is the time..." who sounded the tocsin for the all-out work upon which this final surrender hinges. "Now," he said, in this "crucial spring," our plants must hum 24 hours a day, seven days a week, producing the materials and machines being so rapidly absorbed in the war effort. Sacrifice, and more sacrifice, and more sacrifice, he told the people will be the daily portion of the Home Front as the effect of that absorption seeps down to the retail stores.

THINGS LOOKING UP Two things are responsible for the fact that things are looking up on the Work Front. First, and most important, is the enthusiastic response of labor and management to War Production Board Chairman Donald M. Nelson's call for a terrific production drive. Second, is W.P.B.'s ruling that all war contracts must be let without competitive bidding, and that the governing factor must be the rapidity with which the finished product can be delivered, not cost. This should spread the work among smaller firms, speed the war effort.

Labor, management and the men and women of working America poured in the greatest flood of telegraphed congratulations and pledges of support ever received at the War Production Board's headquarters on Nelson's call for an all-out unremitting production drive. Many suggested the speech be rebroadcast repeatedly "to drive its message home." Then, in line with Nelson's directive for negotiated contracts, J. S. Knowlson, director of the Division of Industry Operations, blocked the sale at auction of machinery valuable to war production so that it might not be dispersed and its value to the all-out effort dissipated. On top of this, George C. Brainard, chief of the W.P.B.'s Tools, called upon owners of idle machine tools to offer them for sale to be placed in plants engaged in war production.

PROVE NEED OF SACRIFICE The increasing necessity for Home Front sacrifice is apparent from scores of W.P.B. and Office of Price Administration orders now and old, orders which add up to less for everybody. W.P.B. and O.P.A. are filled with "less men" because we must have more and more for our armed forces and our allies.

For a long while shortages, except in tires and automobiles, were just something to talk about. The output of one product after another might be curtailed or cut off at the sources, at the factory, but there was still plenty of stock on the retailer's shelves and in the dealer's salesrooms. Now these shortages are working their way down.

Men's clothing, for instance. The Army and the Navy need more and more of the new wool. So under the new plan worked out with the textile manufacturing industry, after March 30 trousers will be cuffless, suitcoats will be an inch shorter, there'll be no patch pockets, pleats, tucks, bellows, gussets. And no vests for double-breasted suits. It might have been worse. But to the war production side, it means a credit of some 40,000,000 pounds of wool saved.

--- NOT EXACTLY NEWS ---

Mr. and Mrs. J. Elwood Cox, III, of High Point, via Wilmington have moved into the Allen Ewing home overlooking the yacht basin. It is just possible that their residence here may create some confusion, however, because he is known as Ike and her name is Louise; and the postmaster and his wife are supposed to have a couple-corner on these names... The wrestling fans will have this week off, because on Friday night Promoter Bert Causey will stage a boxing show that features Tiny Taylor and Wik Bill Reinhardt, heavyweights, in the main bout.

The 41-points that Bennett scored in Waccamaw's 57-37 victory over Leiland Saturday night

On the up-side of production, labor organizations in the copper mining industry have offered full cooperation, according to Sidney Hillman, W.P.B.'s Labor Director, to increase the output of highly necessary metal from these mines by going on a continuous operation, seven-day week and by establishing joint labor-management production committees.

PROTECTS THE SPORTSMEN "Sporting goods are needed for civilian recreation and are important in the maintenance of civilian morale," said Price Administrator Henderson in calling upon manufacturers of all sporting goods and fishing equipment to prevent prices jumping above those in effect on January 10, last. And he made it plain that, while his letter was directed to manufacturers alone, he meant to control prices as well.

This "request" followed close upon the heels of an order freezing the supply of shotguns, pistols and other firearms at the manufacturer's door. Many of these weapons may find their way into the hands of the military and law enforcement agencies before the "freeze" is lifted.

HOMES ON THE HOME FRONT Homes on the Home Front came in for attention with an order from Henderson for landlords in the Hampton Roads, Va., and Wilmington, N. C. areas to reduce rents to the level obtaining of April 1, 1941. This is only a beginning, he served notice, for he intends to move swiftly and to strike hard to correct the rent situations in more than 100 additional defense areas.

Because a lot has happened on the motor vehicle front, little of it especially chattering to the average citizen, it is pleasant to record that we've a new medium tank in mass production in the Midwest. The M-4's armament will be more useful because of new wrinkles in design.

That's one of the ways our steel and rubber goes—to make 45,000 tanks this year. It's easy

may have been a record for county... although we remember that Sowell, former scoring center at Bolivia, made 38-point game in the Star-News Tournament several ago... Sam Bennett, who is definitely a date to succeed himself as clerk of the seriously considering the purchase of a motor for use in the coming political campaign.

Ronald Coleman fans will have a chance him Monday at the Amuzi in "My Life With Oline." Anna Lee, a movie newcomer, is red... It isn't too early to start seeing having the tennis courts put into condition.

2:30 p. m. with Mrs. C. H. Monday, March 16... Creek Club will meet at 10 a. m. with Mrs. E. L. Stoppel Tuesday, March 17... m. Woodburn Club will meet at 2:00 p. m. with Mrs. Nell... Wednesday, March 18... 4-H Club will meet at 7 p. m. County Agriculturalers Council will meet at 8 at 3:30 p. m.

BOLIVIA SCHOOL NEWS The sophomore class of the High School will present a musical play on Friday, March 13, at eight o'clock school auditorium. The "Aaron Slick From Crick" is a rural comedy acts. Characters in the play Bobby Robbins, Lindsay mons, Jr., Lowell Mercer, Lou Earp, Rosa Gilbert, and the Hart. The play is directed by Miss Pauline...

There will be a small session charge. The public is dially invited to attend.

HELPS PREVENT COLDS From Development... At the first sniffle or sign of nasal irritation, few drops of Vicks Vapo-vol nostril. Its quick action aids nature's defenses against colds. Follow directions in folder. VA-TRO

YOUR HOME AGENT SAYS

Following is the schedule of the Brunswick county home agent for the coming week:

Thursday, March 12th — Mt. Pisgah Club will meet at 2 p. m. with Mrs. Dora Holden.

Friday, March 13th — Waccamaw 4-H Club will meet at 12:30 p. m. Freeland Club will meet at

SPOT CASH

... For your Car — See us now ... Highest market prices paid for all models—1937 through 1942.

BRAXTON AUTO SERVICE WHITEVILLE, N. C.

COME ON BACK....

....ALL IS FORGIVEN

When we corrected our mailing list last week we didn't cut off a single subscriber because we wanted to; the names were dropped because our records showed that they were in arrears. The paper shortage, plus increasing pressure for conservation made this action necessary.

We aren't mad with the folks who fell behind, so now they ought not to be mad with us for stopping their paper. What we'd like to do is have them come back in and get to be regular readers again of

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"YOUR COUNTY NEWSPAPER"

SOUTHPORT, N. C.