

# The State Port Pilot

Southport, N. C.

Published Every Wednesday

JAMES M. HARPER, JR. Editor  
(On Leave of Absence, In U. S. N. R.)

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Wednesday, July 19, 1944

### Best In Ten Years

Rice Gwynn, Brunswick county tobacco planter and farmer, made the statement last week that this year's crop of the weed in this eastern Carolina area was the best in ten years. He went on to say that this applied not only to the amount being produced, but the quality is above the average with more perfect leaves and better weight to them when cured.

In other words the cured tobacco is running more to perfect and heavier leaves. This, Mr. Gwynn says, is due to the fact that there were no excessive rains at any time during the growing period.

Like claims regarding the crop have been heard from many other tobacco growers. There appears to be no denying that this year's production of tobacco is good in both quantity and quality. In a short time now this crop will be rolling to market.

### Seems Different Here

In Sampson county, last week, 20 cases of rationing violations were disposed of in one day by the county hearing panel. The cases involved everything from the accepting of invalid coupons on to the illegal possession of coupons and various illegal uses. The punishment was equally varied.

In this county the disposition that is made of violations of ration rules does not seem to be made public. Such cases, if there are any, seem to come to the knowledge of no one but the violators and the trial board. The public gets to know nothing of violations and through this lack of general knowledge the rationing board is handicapped.

Publication of all actions of the trial board or county hearing panel would, we believe, result in curbing the number of violations. The fact that there has been no publicity in this paper in regard to ration law violators is not chargeable to the paper. Such matter would receive the same news attention as visitors in the Recorder's Court if the records were made equally available.

### They Run Their Course

In some respects a tobacco barn fire is like a war in Europe. There is a reasonably good chance of preventing them, and no hope at all of stopping one until it has run its course, once the flames have started. Prevention, therefore, becomes everything with regard to a tobacco barn fire.

Before beginning to fill a barn with the green leaves, strung on sticks, the operator usually checks over everything about the sheet iron flues, seeing that there are no cracks from which sparks may emerge to start something in the tobacco as it dries. For many hours fires must keep these flues at red heat. The once green and heavy leaves, packed in the barn and down to within about four and a half feet of the flues, become as dry as tinder. A bit of dust falling from overhead returns as a spark. A poorly secured leaf of tobacco falling rises again as a flame and if this flame merely touches the tobacco over the flues both tobacco and barn become an inferno of flame and smoke in a matter of seconds.

Partly burned tobacco barns are unheard of. There is no such thing as control. They must be prevented or all is lost. There would be fewer with better preventive measures in some cases. There would also be fewer wars if better preventative measures were taken to prevent future Hitlers in Germany from blazing up.

### He Helped Farmers

When E. M. Cole died at his home in Charlotte recently there passed a man who did more than anyone else in this state to aid the farming class of our citizenship. When he made the first Cole Corn and Cotton planters he made farming implements that millions of farmers in the south came to know as perfection in seed planters. They

were dependable and sturdy implements and throughout his long life Mr. Cole continued to make them.

Probably not so many farmers ever came to know the maker, but millions in the south got to know the Cole corn and cotton planters and other seed planters made by him. In knowing those implements they knew the man who made them, Eugene Macon Cole.

### Applies Generally

One thing said by C. M. Brickhouse of the North Carolina Extension Service, when he was speaking to the Brunswick county board of commissioners, Monday, applies to all North Carolina counties.

Observing farmers can easily see the facts lying behind his remarks and recognize that the lot of the County Agent of today, is a hard one.

Mr. Brickhouse stressed the fact that much of the worries of draft boards of other days has been shifted to the shoulders of county agents during the present war. Practically all the blame that went to draft boards in 1917-'18 is now bestowed upon the County Agent as head of the War Board.

Mr. Brickhouse added, not only must the War Board head—the county agent—take the blame that went to draft boards, his burdens are so increased by the non-paying job with the War Board that he cannot possibly keep up with all the great volume of county agents work that he has had to do and is still expected to do, by those who do not understand.

The work of the War Board is a patriotic service for which the county agents should be praised, instead of receiving the undeserved criticism that is bestowed by people who would like to get special consideration for their sons from the War Board.

### Depends On The Leaders

The question of how long Germany will continue to fight seems to depend very much on German war lords, speaking from the safety of the rear. When German armies are surrounded and there is no escape, nothing but surrender or death, the dumb devotees of Nazism are told to fight to the death or die with a shot in their backs, fired by their own officers. Such is the reward of German soldiers. Their lives mean nothing to those above them, except for the taking of other lives.

For the soldiers and for the whole of the German people there is nothing to be gained by fighting to the death. To the German people the war is already lost. For the German soldiers it is not theirs to reason why, theirs is but to die. They will fight on so long as their leaders hold a gun in their back.

It is inconceivable that the German military leaders are not aware of the fact that they have already lost the war. If they are that dense it will not be long before the advancing hordes of Russia bring them to their senses.

### The Land Of Miracles

If Kit Carson, and his colleagues of the wilderness could look upon the nation they explored not so many years ago, they would think indeed that many miracles had come to pass in America. They would see miracles where we of today see nothing.

In Kit Carson's day, distance was a mountainous obstacle to be traversed painfully on foot. The journey sometimes took months. Now, airliners and express trains have made the mountain into a molehill. When a housewife in the Middle West wants a dish of fresh strawberries or a crab cocktail or fish for dinner, she has but to go to the nearest grocery store. If Kit Carson wanted them, he had to walk a few thousand miles to Maine or California.

The fact that nearly 8,000 carloads of fruit and vegetables were shipped by express to all parts of the country during 1943, is no miracle to contemporary consumers. But to the pioneers of a hundred years ago who were acquainted with nothing more speedy than a horse, the spectacle of a modern refrigerated express car loaded with delicacies rolling at sixty miles an hour across deserts and mountains, would have been overwhelming—the work of gods from another world.

The miracle of refrigerated express is not a creation of super men, but merely the work of the American business men. It is only one of thousands of miracles that make the United States a good place to live. During the next hundred years, thousands more such miracles will be created by the same kind of men—providing this country remains a land in which men are free to create miracles.

### READJUSTMENT PROGRAM TO AID RETURNING MEN

(Continued From Page One)  
They have a wealth of personal experience to use in their new jobs.

The Marines have a slight jump on the Navy and Coast Guard in their rehabilitation program, having gotten it underway last January and today are established with good results. Last month, 571 Marines were discharged in this district, and Captain Page reports that every one has been placed in jobs.

"The purpose of the Civil Readjustment program of the Navy is to inform all naval personnel being discharged of their rights and privileges under present laws," Commander Warren said, speaking for the group. "The officers will see that discharged veterans receive full information on mustering out pay, insurance, procedure for reinstatement in a former job or obtaining a new job. They will aid men in making out pension applications for service connected disabilities, make vocational training applications and for continuing education interrupted by war."

The district organization will consist of the District Civil Readjustment Officer for each service (District Rehabilitation Officer in the case of the Marines) and assistants at headquarters, plus a civil readjustment officer at every activity in the district, under the command of the Commandant, which discharges personnel.

Every man or woman being discharged from the Navy will receive a final interview from a commissioned officer who will see that the discharge is fully informed of the proper steps to take in returning to civil life.

### COTTON'S FATHER COMING TO TOWN

(Continued From Page One)  
go to his native North Carolina to visit, rest and fish."

"I'm far behind in my fishing," Mr. Cotton declared, "and I am going back to Southport, North Carolina, for a time to be with my former cronies and fish with them. I am going to fish where they catch the big ones."

Mr. and Mrs. Cotton have three sons, the youngest, Sam Cotton, is with the armed forces in Italy; the second, Whitworth Cotton, is City Engineer in Petersburg and the oldest is Joseph Cotton, Hollywood movie actor, who is known throughout the country.

### MILLER HOTEL IS SOLD TO OLIVER

(Continued From Page One)  
that he plans to engage a married couple to operate the hotel. It is planned to operate an up-to-date dining room in addition to rooms for the public.

### ANTIOCH BUILDING A MODERN CHURCH

(Continued From Page One)  
Sunday School Board. The new structure is located just a few yards south west of the old church, where services will continue to be held, pending the completion of the new building.

The present Antioch church, was built about the year 1878, its location previous to that time is understood to have been some three miles west from the present site.

Rev. S. H. Coward of Wilmington, is pastor of the church. Its present board of deacons consists of Fred W. Spencer, of Southport, who is also chairman of the building committee, C. S. Ward, J. E. Gilbert, J. O. Garner and M. J. Smith.

### ONE OF GREATEST HOURS IN HISTORY

(Continued From Page One)  
troops, and in the evacuation of sick and wounded personnel. The IX Troop Carrier Command is part of the Ninth Air Force, U. S. component of the Allied Expeditionary Air Force.

Sgt. Holmes, the son of Mr. and Mrs. W. R. Holmes, of Shallotte, is a graduate of Shallotte High School. He was employed by the Underwood Elliott Fisher Co., before entering the service in October, 1942."

### SMALL DOCKET HEARD MONDAY

(Continued From Page One)  
Woodrow Jones, assault with deadly weapon, nol pros.  
Charlie McKeen Murphy, speeding, \$20.00 fine and costs.

### W. DUNBAR LEWIS BURIED SUNDAY

(Continued from page 1)  
est survivors are.  
His widow, Mrs. Frances Lewis, of Winnabow, three daughters, Mrs. Cora Gurganus, of Verona, Mrs. Nat Stallings, of Warsaw, and Mrs. Jesse Lewis, of Wilmington; 6 sons, W. E. Lewis, of Winnabow, Rev. D. D. Lewis, of Holly Hill, S. C., Bailey Lewis, of Brook-

### LOANS

Auto Loans arranged quickly! See us if you need cash on your car—

Braxton Auto Service  
Loan Dept.  
WHITEVILLE, N. C.

lyn, N. Y., A. J. Lewis and Elijah Lewis, of Birmingham, Ala., and Kermion Lewis, of the U. S. Army; two sisters, Mrs. Bell Pridgen, of Gastonia and Mrs. Marian McDonald, of Winnabow, and seven brothers, G. T. Lewis and W. L. Lewis, of Winnabow; O. A. Lewis, F. F. Lewis, A. G. Lewis, C. S. Lewis of Bolivia, and F. L. Lewis, of Southport.

### SHALLOTTE BOY IS GIVEN AIR MEDAL

(Continued From Page One)  
tion with the awarding of the medal to the Shallotte boy is that the first news of it reached Mr. Holmes from Major Rudolph Mintz, of Southport. Major Mintz, himself a former Shallotte boy, is in charge of an air field only 13 miles from the field in which Sgt. Holmes is stationed in England. Major Mintz, in writing Mr. Holmes stated that he had just cause to be proud of his son and the award that had been conferred on him.

### BRUNSWICK NOW IN CLINTON F.L.A.

(Continued From Page One)  
cause it was felt that more convenient credit service could be rendered farmers at less cost. Mr. Carr will make periodical visits to these counties and will handle interviews at the sheriff's office in Burgaw and at the County Farm Agents' offices in Wilmington and Supply.

### OUR ROVING REPORTER

(Continued from Page 1)  
was reached. They went right on buying bonds as a good investment for their money. Dropping into the Shallotte post office Saturday evening, a full week after the end of the drive, Captain J. M. Parker was at the window,

investing some money in an E. Bond. Just behind him a lady, whose name was not learned, was waiting her turn to do the same thing.

Last week at Shallotte the Pilot's representative had the pleasure of meeting with C. H. Reynolds, of Richmond, Va., as a plumber, Mr. Reynolds left the Shallotte community 22 years ago for wider opportunities in the plumbing business. He has been home only twice in all these years. He came in four years ago for a short visit with his brother, Isaac C. Reynolds. This past week he has been repeating that visit.

Recently it was stated that Captain J. M. Parker had resigned his civil service position as Captain of the Dredge Henry Bacon. Information going on to say that Captain Parker had made plenty of money and just wanted to retire to his timber and farming interests. Meeting up with the Captain this week, he said he was far from retiring. He had simply got an extended leave of absence in order to devote some time to lumbering timber which he owns and to the cutting of pulpwood. He expects to get back into harness when this job is completed.

### GET CASH IMMEDIATELY

Auto Loans Made Promptly Up to 1-Year to Pay!  
No Endorsers Needed... Confidential, Friendly Service  
Braxton Auto Service  
WHITEVILLE, N. C.

## MEMORIALS MARBLE GRANITE

HANOVER MONUMENT CO.

### MRS. LIZZIE GILBERT

AGENT  
Southport, N. C.  
TELEPHONE 2871

# Mr. Tobacco Farmer



As the opening of the current tobacco marketing season approaches we look forward to again serving you at Farmer's Warehouse, Whiteville. We've always been able to visit you personally in past years but we cannot this year because of gas and tire shortage. However, we'll be looking for you to be at our warehouse on opening day with a load of tobacco and you're just as welcome as if we had been able to see you personally.

## REMEMBER THIS—

# Grade Your Tobacco In Piles Weighing 300 Pounds Each

As near as you can. All warehouses are operating under the rules of the U. S. Tobacco Association—and tobacco cannot be sold in piles weighing more than 300 pounds.

We will have practically the same experienced warehouse force to serve you—and we all are happy to welcome you another year to—

# Farmers Warehouse

A. H. (Burt) MOORE And L. R. JACKSON  
Whiteville

He is not a politician and for that reason a letter which Frank O. Sherrill, president of the S. & W. Chain Cafeteria, wrote to a citizen of Pennsylvania, this week, was not surprising to us. The eastern man had written us, the State News Bureau in Raleigh and Mr. Sherrill in Charlotte, asking about the possibilities of the Carolina coast. Mr. Sherrill was good enough to send us a copy of his reply. Without asking his leave we are lifting one paragraph from the letter and incorporating it into this one: "While the Outer Banks and Diamond Shoals have very good potentialities, I believe the greatest potentialities along all of the North Carolina coast are in the Southport area, 27 and more miles below Wilmington, N. C."

Joseph C. Cotton, retiring superintendent of mails at the Petersburg, Va., post office, is now being almost as much press agented as his famous son, Joe Cotton, of Hollywood. A few days ago we received tidings that Mr. Cotton would soon be headed to Southport for a bit of fishing and communing with old friends. We had hardly

absorbed that interesting news before Attorney C. Ed Taylor let us a note saying Mr. Cotton would soon be headed this way. Convinced that Mr. Cotton was coming, we were well prepared for a letter which came from Postmaster Wilbur Dasher, in Wilmington. After breaking the news, Wilbur said: "In the meantime, if you want more information contact Joe Ruark, L. T. Yankell and Clarence Crapon. These aged and decrepit boys (both mentally and physically) should be member Cotton well. Inasmuch as each of them, to all intents and purposes are just ghosts, reminding me of Theodora Barr."

(To the above, in addition to using quotation marks to cover exactly what Wilbur said, I went to drawing the wrong conclusion. It was him, not us, who said the above.)

A tobacco barn full of tobacco belonging to Mr. Will Holden, of the Boone's Neck community, near Supply, was destroyed by fire this past week. As in most other tobacco barn fires the operator was just finishing the curing process on a lot of good tobacco.

### W. B. & S. BUS LINES, Inc.

Southport, N. C.  
BUS SCHEDULES  
Effective June 16, 1944  
SOUTHPORT TO WILMINGTON  
Monday - Saturday

LEAVE				ARRIVE					
Read Down				Read Up					
AM	PM	AM	PM	AM	PM	AM	PM		
6:15	7:00	9:00	4:00	6:00	Southport	8:30	3:00	5:30	7:30
6:45	7:30	9:30	4:30	6:30	Supply	8:00	2:35	5:00	7:00
6:00	7:45	9:45	4:45	6:45	Bolivia	7:45	2:20	4:45	6:45
6:15	8:00	10:00	5:00	7:00	Winnabow	7:30	2:05	4:30	6:30
6:25	8:15	10:15	5:15	7:15	Lanvale	7:15	1:50	4:15	6:15
6:40	8:30	10:30	5:30	7:30	Wilmington	7:00	1:35	4:00	6:00
SUNDAY SCHEDULE									
7:30	10:45	4:15	6:00	Southport	10:25	2:00	7:45	11:25	
8:00	11:15	4:45	6:30	Supply	9:55	2:20	7:15	10:55	
8:15	11:30	5:00	6:45	Bolivia	9:40	2:15	7:00	10:40	
8:30	11:45	5:15	7:00	Winnabow	9:25	2:00	6:45	10:25	
8:40	11:55	5:25	7:10	Lanvale	9:15	1:50	6:35	10:15	
8:55	12:10	5:40	7:25	Wilmington	9:00	1:35	6:20	10:00	
SOUTHPORT TO WHITEVILLE									
7:30				Southport				6:40	
8:00				Supply				6:10	
8:20				Shallotte				5:55	
8:50				Ash Post Office				5:25	
9:10				Old Dock				5:05	
9:25				New Brunswick				4:50	
9:45				Whiteville				4:30	
SOUTHPORT TO SHIPYARD									
5:00		1:30	9:30	Southport	9:00	5:25	1:25		
5:25		1:55	9:55	Mill Creek	8:35	5:00	1:15		
6:00		2:05	10:15	Winnabow	8:15	4:40	1:15		
6:00		2:20	10:30	Lanvale	8:00	4:25	1:10		
6:30		2:50	11:00	Shipyards	7:25	3:55	1:15		
SHALLOTTE TO SHIPYARD									
4:45	1:15			Shallotte		5:25	1:50		
5:00	1:30			Supply		5:20	1:15		
5:20	1:50			Bolivia		5:00	1:25		
5:40	2:10			Winnabow		4:40	1:25		
5:00	2:30			Lanvale		4:25	1:20		
6:30	3:00			Shipyards		3:55	1:50		