

The State Port Pilot

Southport, N. C.

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Billy Mitchell Month

July might appropriately have been called a Billy Mitchell month. August is bidding fair to be still more appropriately dubbed for the first man who could see the part of the airplane in modern warfare.

A decade and a half ago, when he saw what the airplane could do and what it would be called upon to do the next time Germany went on a rampage, General Billy Mitchell was court-martialed and dismissed from the army, this for no other reason than that he was loudspoken for an adequate army and navy airforce.

The war came as he expected. On almost every field of battle the airplane has been a decisive factor in determining the results. The part that plans played in Africa, Sicily, Italy, and France was, in every case, a tribute to the foresight and beliefs of General Mitchell. Without detracting from the credit that is due the infantry and mechanized forces, it may be said that the airplane paved the way for the fall of Germany, just as it is now paving the way for the destruction of Japan. To all intents and purposes what was left of the Japanese navy, was destroyed by American air forces during the month of July, 1945. Of course, the Allied navy aided in this destruction but it is no deviation from the truth to say that our planes played the major part.

The Japanese airforce is now just as impotent and as near complete destruction as the Japanese navy.

Although General Mitchell was discredited for his outspoken beliefs, there is little doubt that to him much credit is due. When war became evident his claims for the airforce were recalled and the United States patterned its course along his beliefs. We set out to build and did build the greatest army and navy airforce on earth.

In Troubled Waters

The ship of state of Generalissimo Franco, which rode to power in Spain with German and Italian aid, is now riding in very troubled waters, with evidence of a real hurricane brewing along its course.

At Potsdam, last week, the Allied powers refused to recognize Spain as fit for membership in the United Nations. This refusal grew out of the aid that Franco was given by Hitler and Mussolini during his civil war revolution in Spain, and far his futher pronounced sympathies with and aid to Axis governments during the European war.

To add to the Franco-1915 variety of troubles, dispatches from Spain this week indicate that the Spanish are arising among themselves and planning to ask the former Axis tool to surrender his rulership of Spain. He may and he may not do this and only the future can reveal what lies ahead for the much overruled former Kingdom of Spain.

Secrecy Essential

During the recent conference of the Big Three practically all of the newspapers, especially the dailies, were irritated that the meeting of the heads of the three world powers were not open house affairs.

In some quarters it was evidently believed that reporters should be present, have access to all that went on and make hourly reports of such to the public. Carl Goerch of the State magazine in Raleigh did not take this view of things. He saw nothing that conflicted with the freedom guarantees of the Atlantic Charter in barring reporters from the meeting. Commenting on the closed door policy at Potsdam, Mr. Goerch said:

"We don't know whether it is the American way or not, but we do know that it is the common-sense way. There are bound to have been things dis-

cussed at the conference which should not have been made public under the circumstances until a solution had been reached concerning them. To have permitted reporters to have attended the conferences and to have published minute details about the matters under discussion would have been the height of folly."

The Potsdam Communiqué

The Potsdam communiqué leaves nothing of what was Germany. If there existed any soul in Germany who did not believe that this time, at last, the German army had been totally defeated on the field of battle, the communiqué summarizing the Potsdam conference should convince him.

The once proud, defiant, militaristic Germany of Hitler, of the German industrialists and of the German General Staff, the goose-stepping Germany of Prussian arrogance, the Third Reich of the Nazis, the conquering and triumphant Germany of early World War II days, the Germany of cartels, syndicates, trusts and other monopolistic arrangements—this Germany is defeated, dead and resting in ashes.

Germany's power to make war has been shattered, the once invincible Wehrmacht destroyed, the manufacture of guns, ammunition, aircraft, sea-going ships abolished, the German General Staff obliterated, the Nazi party ruthlessly wiped out, and all semblance of Naziism made illegal on penalty of death or heavy punishment.

Germany has been occupied and divided between Russia and the Western Allies. Representatives of conquering nations sit in Berlin as rulers of Germany. Germany has no government of her own, must accept overlordship by her conquerors until such time as they deem it wise to give Germany a government of her own.

Great portions of Germany will be included in the new Poland, and all her boundaries will be fixed by decision of a council of foreign ministers who will draw the peace treaty.

German resources will be used for reparations, with only enough left for the German people to maintain a decent standard of living, not to exceed, however, the living standards of other European peoples.

German industry will be devoted to agriculture and manufacture of goods for peace.

German education will be controlled. Her government must be acceptable to her conquerors. She will not be given a place among the nations of the world until such time as she has demonstrated that she can take her seat as a peaceful, non-aggressive member.

German war criminals will be brought to trial and punished. No stone will be left unturned to insure just penalty for those who have brought upon the nation this abject humiliation and ruin.

But the Potsdam conference communiqué makes it clear that the German people are not to be enslaved. The conquerors are determined only that Germany will atone for her guilt and that a new Germany will never arise to repeat the wrongs of the Germany of past years.

There lies ahead for Germany a hard road. But nations who twice in a generation have been brought into the maelstrom of world conflict by an arrogant Germany cannot afford to leave any stone unturned that would make it possible for Germany again to precipitate the world into war.

A Splendid Edition

(An Editorial in The Wilmington Star Entitled "A Splendid Edition")

That's a fine edition The State Port Pilot of Southport has just distribute Forty pages of news and advertising in excellent balance, with attention particularly focused on tobacco in the Border Belt area.

Considering the difficulties incident to newspaper production during this war period, including the manpower shortage, this special edition is a miraculous accomplishment.

The is an almost inexhaustible quantity of information about business, farming and people in State Port Pilot territory. For persons in this region not well acquainted with the resources and achievements of Brunswick and contiguous counties it offers a splendid encyclopedia well worth reading carefully and filling away for future reference. For the people of Brunswick it has equal value.

We congratulate the staff that worked so tirelessly and competently to produce it.

Roving Reporter

(Continued From Page One)

Jimmie Briggs, Raleigh hardware monger, and sometimes quite funny when at the mike delivering a radio broadcast about fishing, is spending this week here, accompanied by his family. Whatever can be said of Jimmie, he has a nice family. Before the war Jimmie could be heard over the radio several times a week, telling of the fun of fishing. He has confided to us on this trip that one of the objects of his being here is to look out for a place where he can have some fun fishing, without us having to write him something to broadcast about it. For a long time we have been wondering which of our friends in Raleigh, Bill Sharpe or Carl Goerch, was the biggest liar. Jimmie removed all lingering preference that we may have had for Bill, by saying that both were about equal in their performance.

A good many Southport people, as well as visitors to the town, have been wondering what became of Olaf Thorsen. Except for brief periods when he would be out in the country somewhere, Olaf was a familiar figure on the streets here, especially on the water front. About a year ago he apparently disappeared for good. He has been seen no more at the accustomed places. Last week a friend of Olaf's was down at Charleston. On his return he was able to gratify the considerably general curiosity. He had seen Olaf in the seacoast city and this is the way he described him. "You know, Olaf married a wealthy widow at McClellunville, S. C.? She owns a big plantation down there. I saw Olaf in Charleston, he was dressed in most costly raiment. Was wearing a straw hat, white linen suit, glossy black shoes and driving the biggest of shiney cars. He looked very prosperous."

County Agent Oodson lives down in Waccamaw township and it may be mentioned in passing that black bears from the Green Swamp and other swamps have been doing a lot of damage to crops and also to the hives of honeybees belonging to farmers and beekeepers. Saturday afternoon we asked Soil Conservationist LeRoy Mintz if any headway had been made in capturing or killing these bears. "Why don't you ask Dodson?" said he, "He lives down in the bear country."

Tobacco that sold for a few cents per pound seven or eight years ago, being so low in grade that it was hardly worth the transportation to market, is now bringing around 35 cents per pound, according to various growers. The growing and transportation costs have naturally increased along with the price. At the same time it goes without saying that during this season when there is an enormous amount of poor grade and damaged tobacco, as a result of continued rains, a price of 35 cents or better per pound does much to offset the bad weather damage to the crop.

Lumber mills were almost at a standstill, some entirely stopped work during the month of July, owing to the inability to move logs over the muddy wooded roads. Some mills are still suffering from this inability to get the raw material. The Bolivia Lumber Company, about the largest lumber mill in the county, has been running only on such days when it could accumulate a stock of logs. In spite of the transportation troubles, J. W. Hobby, of Shallotte, stated Saturday that he was able to get out and ship 180 cords of pulpwood to the mill during the week. This is nearly up to his normal weekly shipping.

Not many of the men wounded in action have been seen in this special part of the State. Among such who have been seen have been some remarkable testimonials to the effective work of Army doctors and those who have had rehabilitation work in

charge. One day this week we met up with a heavily built and healthy looking young fellow. Except for the fact that he walked stiffly and with the aid of a stick, he appeared o. k. in every way. The young man was Thomas D. Gore, formerly living at Shallotte, his father, John Henry Gore, having more recently moved to Wilmington. On the 18th of last November young Gore stepped on a tank mine in France. It was constructed with the intent and expectation of blowing the heaviest tank sky high and it did just that with Gore. He came down with his right leg blown off between the knee and hip and both bones in the left leg shattered in several places. He is now walking with an artificial right leg and the left one still in steel braces. A little more time and there will be hardly a limp.

END OF THE WAR GRINGS LET DOWN TO OVERSEA MEN

(Continued From Page One)

carry away, as so many women and children in this part of the world have had to do.

"Yes, I have walked into German houses at three o'clock in the morning and told the old and the young to get up and get out, so that I and my men could have shelter and a few minutes or hours of rest. I've done it without a thought or care of what would happen to them. It was one of the stern tasks of war but I am wondering now how I was able to do it? There is a certain something about being in actual combat that makes you forget all of the rules of living that you ever knew, and makes you think only of yourself and the men whom it is your duty to look after. It is that same something that keeps you from getting lonely and makes you thank God that your own loved ones are miles away and will never know the real hell that war is. War isn't guns and cannon booming on all sides. War, to me, is men, men too tired to care whether they live or die. Men walking mile after mile in rain, snow and mud, eating a box of "K" rations now and then, as they walk. Men whose idea of a hot meal is a chance to stop long enough to heat some water to make some of the stuff that the army puts in these rations and has the nerve to call coffee. Men who think that if they get more than three hours of sleep a night they are loafing. Men who can shoot a man in cold blood and joke about it afterwards. That's war from my point of view and it is not a pretty view. Men aren't men in times like that. At least, if they are I don't want to be called a man. They are living entirely apart from themselves in a keyed up atmosphere that makes everything seem unreal and nothing seems substantial except the desire to live.

"Then suddenly the war is over. You don't any longer shoot at people just because they are Germans, you don't throw people out of their houses unless you first check with the burgomaster to make sure they have another place to sleep. Today you feed the same men that you were trying to kill yesterday. It don't make sense, you are bewildered, you wonder what the hell the whole business means. You don't get homesick during this phase either. There is too much reorganization to attend to and too much sleep to be caught up with.

"Then comes the third phase. This is where you adopt the role of tourist and look around the strange part of the world that you happen to be in. You have read about these places but you have never seen them. You keep yourself fairly well occupied with just looking and probably enjoying the sights that you might never have been able to afford at your own expense. This phase is not too hard either, especially when you receive an occasional letter from home, letting you know that the folks back there are glad that you



Pulpwood Workers Today Have bright Future Ahead

Pulpwood workers in forests and farm woodlands today are actually chopping out secure places for themselves in vast forest industries of tomorrow, in the opinion of Dr. Wilson Compton, president of the State College of Washington, who has recently published a survey of post-war possibilities of commercial forests that predicts new industries, new products and profitable new jobs.

Research work in pulp and paper mills and in allied chemical laboratories, keyed to the task came through the srapp alright and are looking forward to the time when you can get home. About then you feel a change creeping into your attitude, the mountains cease to be beautiful. The unusual customs and manners of the people cease to be amusing. You find out that you are still in the army and that the army still believes in maintaining strict discipline. You discover that the war is over and that you are a member of the victorious army, but that all that you can ever expect to get out of it in return for the years of your life is the satisfaction that all is well at home. With most of us that is satisfaction enough, but we wonder when we will ever go back to that home and the loved ones we left there."

ANNOUNCEMENT

This is to express the hope that I have given satisfaction as a Watkins Dealer since entering on the work about one year ago. Equally I also hope that the Watkins Products have met your approval. I have had great pleasure in serving my many customers.

My stock is now more complete than ever before. Also my gas allowance has been increased and I therefore hope to cover all of my territory more effectively than heretofore.

This territory Embraces Waccamaw, Shallotte and Lockwoods Folly Townships.

Let me express my sincere appreciation of past patronage. It is my hope to continue to serve you for many years to come.

Yours very truly

EDWARD B. SMITH

ASH, N. C.

(The Watkins Man)



Both MAN-MADE!

The drone of superforts over Japan tonight means fire and destruction for the cities and industries of our enemies. . . In America tonight, 575 forest fires will destroy millions of trees, tomorrow's pulpwood and timber so vital to our nation at war.

From the South comes most of the paper and paper-board used in making shipments of supplies to our armed forces overseas. Over 700,000 items of war ma-

terial, including blood plasma, are packed in containers made from woodpulp. Sixty per cent of our smokeless powder comes from woodpulp

There are 210,000 forest fires in the nation each year and ninety per cent of them are man-made. You can bring America nearer victory by helping to prevent the forest fires that destroy our sinews of war today—and enjoyment of peace tomorrow.



Buy More WAR BONDS

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	PM	PM	AM	PM	PM	PM
7:00	9:00	4:00	6:00	8:20	3:00	5:30	11:30
7:30	9:30	4:30	6:30	8:50	3:35	6:00	12:00
7:45	9:45	4:45	6:45	9:15	4:00	6:30	12:30
8:00	10:00	5:00	7:00	9:30	4:25	6:50	13:00
8:15	10:15	5:15	7:15	9:45	4:50	7:15	13:15
8:30	10:30	5:30	7:30	10:00	5:00	7:30	13:30
SUNDAY SCHEDULE							
7:30	10:45	4:00	6:00	10:25	3:00	7:45	11:25
8:00	11:15	4:30	6:30	9:55	3:30	7:15	10:55
8:15	11:30	4:45	6:45	9:40	3:15	7:00	10:40
8:30	11:45	5:00	7:00	9:25	3:00	6:45	10:25
8:40	11:55	5:15	7:15	9:15	2:50	6:35	10:15
8:55	12:10	5:30	7:30	9:00	2:35	6:20	10:00
SOUTHPORT TO SHIPYARD (EXCEPT SUNDAY)							
8:00	1:20	9:30	Southport	9:00	5:25	1:25	
8:25	1:55	9:55	Mill Creek	9:25	6:00	11:50	
8:45	2:20	10:15	Winnabow	9:45	6:40	12:45	
9:00	2:40	10:30	Lanvale	10:00	7:15	13:20	
9:30	2:50	11:00	Shipyards	10:30	8:05	14:15	
SHALLOTTE TO SHIPYARD (EXCEPT SUNDAY)							
4:45	1:15		Shallotte	6:55	1:30		
5:00	1:30		Supply	7:10	1:45		
5:15	1:45		Bolivia	7:25	2:00		
5:30	2:00		Winnabow	7:40	2:15		
5:40	2:10		Lanvale	7:50	2:25		
5:50	2:20		Lanvale	8:05	2:40		
6:00	2:30		Shipyards	8:20	2:55		