

The State Port Pilot

Southport, N. C.

Published Every Wednesday

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Trying Conditions

The first month of school, soon ending for practically all of the schools, has brought the teachers, patrons and students face to face with very trying conditions, especially in the matter of transportation of students over rural roads.

These roads have become entirely impassable as a result of continued excessive rains.

The schools have started out under difficulties and the greatest hope for improvement in conditions lies in the chances of dry weather following the rainy season and for improved labor conditions that will permit the roads being kept in repair.

A Building ERA

October should see the beginning of the greatest building era that the county has ever known. All restrictions on home building materials are scheduled to be lifted on the first of the month and this will be the signal for the assembling of every kind of building material for every purpose, ranging from the erection of new homes and other building to the repairing of old ones.

The four years of war had practically put an end to civilian construction. Material was supposed to be available only for repairs, and the building of homes in emergency cases. Added to this difficulty in obtaining material were the almost impossible labor conditions prevailing. New construction and, in most cases, repair work, had to wait until conditions improved.

Another factor pointing to a building era is that home owners and many others who never owned homes are now all well supplied with money. The wise ones are anxious to use at least a portion of this money wisely. Lumber and building material producers all seem to expect big business for at least five years.

Still Pioneering

Since the creation of the first railroad the greatest single factor in pioneering and the development of America has been the railroad. They hewed their way through mountains, spanned rivers and streams, crossed barren plains and went onward. Their development, enormous in itself, led to millions of other development.

A bulwark for development in peace, they have stood out as a still greater bulwark in war times. Despite the parallel great development in modern highways, transportation by truck and air and air, the last war, as well as preceding wars, could not have been fought and won without the assistance of the American railroads.

They are still pioneering, still keenly alive to progress. This war is over but the railroads are girding themselves for peace time needs, just as they girded for war. Both the Atlantic Coast Line and the Seaboard Air Line started out long before the war ended to prepare for peace. This was done even while they exerted themselves to the utmost to carry on with war time needs.

In lower and southern Brunswick there is neither Seaboard nor Coast Line, but both are keenly interested and one, the Atlantic Coast Line, as we have reason to know, believes that the Brunswick county coast line offers a wonderful field for development, especially in the matter of sport fishing. This county may be assured of the fact that officials of the road are willing and anxious to back up this belief by assisting in all possible ways to pioneer the development.

Captain John Ericsson was the inventor of the Monitor, famous "cheese box on a raft."

Americans could take it while everybody saw the danger. The test of our maturity is whether we can do what is necessary now that the fighting is over.

Learning The Story

Eventually all the intrigue and double-dealing, all the greed and ambition, which prompted axis nations to plunge the world into war, will be brought to light. Now now little remains to be learned of events prior to and during the recent conflict.

Already it is known Germany and Japan had visions of great empire—Hitler in Europe, the Japs on the Asiatic continent. Presumably cohorts to a more or less degree, there was no unity of action and purpose such as marked the Allied arrangement which brought about their defeat.

Heinrich Stahmer, who served as Hitler's ambassador to Japan, recently discovered living in splendor in a Japanese hotel, has told his story. He says Hitler wanted the Japs to attack Russia instead of the United States. He favored a junction early in the war of Nazi and Jap forces, the Germans moving through Africa, the Japs via India. Stahmer says he had no instructions to prepare for the possibility of Hitler's arrival in Japan.

Neither Germany nor Japan kept each other informed on their plans. While there was some exchange of technical equipment, no military force, either by land, sea, or air, was ever available to the Japs from their erstwhile friend.

An unholy union from the beginning, alliance between Germany and Japan was destined to come to naught, largely through mutual suspicion, a conclusion now being verified by details obtained since the occupation of the two enemy nations.

Cancer Research

Alfred P. Sloan, Jr. has set up a fund of \$4,000,000 for cancer research. This comes as a substantial addition to the \$4,000,000 the American cancer Society has been able to scrap together through nationwide solicitation. Furthermore, it shows a disposition among men of wealth to help in the fight against a disease which kills more persons than any other affliction, with the exception of heart ailment.

It is hope of Mr. Sloan and other men of vision that future research may be conducted on an organized basis, instead of the more or less independent methods now in use. He would apply big business tactics to the job. This will call for more funds, which may become available as other individuals, impressed by Mr. Sloan's action, join in financing the movement.

There has been much moralizing over the fact the government spent \$2,000,000 on the atomic bomb, while the nation had made a meager \$4,000,000 available for cancer research. This is hardly a fair comparison. In addition to help win a war, atomic discoveries will bring peacetime blessings.

But it is an indication the nation is able to pay for whatever may be necessary to win a war. By the same token it should be willing to properly finance a movement as vital as cancer research.

Air Lines Bid For Traffic

As one air line announces a reduction of passenger rates to or below the price of a railroad ticket with a Pullman lower berth, effective immediately, the cuts are met by all its direct competitors. A rate war is denied. Instead the reduction was described as the result of operating economies learned during the war.

Regardless of the reason for the new rate schedule at this time, the move is indicative of the stiff kind of competition that the railroad must be prepared to meet from the air lines in passenger traffic. Take the fare from New York to Detroit. By planes it is now \$22.55, compared to \$27.89, with pullman berth, by rail.

Recalled in a statement by the aviation adviser of the Secretary of Commerce a year and a half ago, writing on the air traffic of the future, he said that passenger fare could be cut "perhaps as much as 30 per cent below present Pullman." The New York-Detroit rate comes close to it. He also predicted that by the end of the post-war decade "the average moderately well to do American will do almost all of his long distance traveling by air."

How high and fast commercial planes of the future may fly or how big they may be are questions to which no one can give definite answers. But it is clear that there is hardly a limit to the future passenger and freight services of the air lines.

MEDICAL DISCHARGE
George Gregory, Jr., Mo. M. M. 2-c., has received a medical discharge from the Navy and returned home. He served at Iwo Jima and Okinawa as a member of a demolition squad. Mrs. Gregory is the former Miss Joy Arnold, daughter of Mr. and Mrs. James Arnold of Southport. At present the couple are visiting at Mr. Gregory's home in Pittsburgh, Pa.

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day and become lost in the board reaches of the river above Southport.

Throughout practically all of North and South Carolina floods seriously handicapped travel all of the latter part of last week and the first of this. All along the upper Cape Fear, especially in the Fayetteville area, the number of people driven from their homes by flood waters ran into the thousands and many home were completely destroyed. On many highways and railroads traffic was completely blocked for days and detours could not be made for days. On the Atlantic Coast Line main double-tracked route from New York, Richmond and Washington to Florida and other points, all passenger trains passing through Florence, S. C., were detoured Thursday, via Fair Bluff, Chadbourne, and Elrod or via Wilmington until 9:00 o'clock that night. At that time the detour for these trains and all others out of Florence was closed owing to the high waters of the Pee Dee River. During the day when the route from Wilmington to Florence was open we had occasion to go by train to Fair Bluff. During this 60 mile trip about ten stops had to be made on sidings to let main line streamlined trains go by. Most of these streamliners were drawn by two huge modern streamlined diesel engines. At Fair Bluff we had to get off a mile from the station as two huge streamliners were already there on the siding, waiting for still another to come in and pass those on the siding.

WEEKLY RELEASE FROM AAA OFFICE

(Continued from page 1)
AAA office, and that payment will be made not to exceed \$4.00 per acre for Austrian Winter Peas, Crimson Clover, and Vetch; and not to exceed \$2.00 an acre for annual Ryegrass.

Mr. Bennett emphasized the following specifications for best results: (1) well-prepared seed, (2) full seeding of adapted seed, (3) application of liming material, (4) inoculation of legume seed and (5) early seeding.

HUNDREDS HUNTED WITH LITTLE LUCK

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have not been learned. The tide is said to have been getting slightly better, aided by the great volume of flood water that has been pouring down the Cape Fear.

THE RED CROSS IS STANDING BY

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claims and benefits. At the meeting it was emphasized that the work of the American Red Cross at home will of necessity continue and in some respects will increase, particularly in those services related to the serviceman, the ex-serviceman, and his family.

Newest developments in veterans' claims and benefits were discussed and a program planned which will enable the Brunswick County Chapter to provide the greatest possible service for returning servicemen. Veterans desiring assistance are advised to contact the Brunswick County Chapter, at Southport, Miss Woodside said.

BIG ATTENDANCE COURT SESSION

Robert Strickland, speeding, capias and continued.
Charles M. Parker, speeding, continued.

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Dr. W. S. Doshier,
Marchison Bldg.,
WILMINGTON, N. C.

Herbert Parker, abandoning car on highway, no operators license, no registration card, continued to October 6th.

Moses Charlie Moss, speeding, continued.

Jessie Scarborough, drunk driving, continued to October 6th.

Bruce Albert Widenhouse, speeding, continued.

Ivey Jorman, breaking and entering, not pros with leave.

Jerry Walker, assault, continued to October 6th.

Henry Miller, larceny, not pros.

URGE ATTENDANCE AT LEGION MEET

(Continued From Page One)
lizing our membership will be greatly helpful, so come out to our next meeting on the last Thursday of this month, September 28, and those of your eligible buddies are also invited to come along with you where if already discharged, or are to be discharged from any of our armed forces.

MILITARY HONORS FOR ELBERT KEZIAH

(Continued From Page One)
City: Sgt. Dan Walker, of Southport and comrades from the Maxton Air Base.

The honorary pall-bearers were: Clyde Townsend, J. A. Turner, B. H. Small, B. F. Rogers, Dr. G. D. Elliott, Dr. L. D. Floyd, Dr. M. A. Waddell, and E. W. Jenkins, of Fair Bluff; J. N. Coburn, Jno. Elbert Thompson, R. H. Burns, Sr., J. P. Quinerly, Whiteville; Charles Farrell, of Greensboro; Bill Sharpe, Raleigh; Robert Thompson, High Point; W. H. Kendall, Greensboro; Sam T. Bennett, Amos J. Walton,



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