

# The State Port Pilot

Southport, N. C.

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JAMES M. HARPER, JR. Editor

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Wednesday, May 12, 1948

### Growing Community

We were visiting in the Leland community last week, and were amazed at the amount of development that has taken place along the highway from Brunswick river bridge to the Leland post office.

A few years ago we were very familiar with that part of the county, and made weekly trips through that section as we went to Whiteville to get The Pilot printed. Lately our visits have been more infrequent, and each time we have passed along Highway No. 74, we were sure to see some new project in the making.

This is easily one of the most progressive sections of Brunswick county, and some of this development to which we refer includes good, substantial business which gives employment to many residents.

There is no doubt that our county is making progress, and Leland is leading the way to a good part of it.

### Hospital Week

This is National Hospital Week, and today is being observed at Doshier Memorial Hospital in Southport as Hospital Day.

We never miss an opportunity to remind the citizens of our county just how fortunate we are to have the facilities of this fine institution available to us, and sometimes we grow impatient when we hear criticism that is leveled at our hospital and its personnel.

Admittedly, neither the hospital itself nor the persons who operate it are perfect; but these are no normal times, and reports which have come to us convince us that not only do our people get much better service at Doshier Memorial Hospital than at most of the other hospitals they enter, but they receive these services at a much more reasonable rate. It is a case where there is nothing to gain by straying from home in search of greener pastures.

Never pass up an opportunity to be a booster for our county hospital. It is one institution in which we may all take a justifiable pride.

### An Institution Perishes

All of this talk about the high cost of living doesn't mean a thing, not until it pinches in a place where you are particularly sensitive.

If you take a grocery list and use your money, it isn't hard to discover items which have undergone a hundred percent increase within the past three years. If you are one of those fortunate persons who have succeeded in buying a new car, or if you are just one of the hundreds who still are on the waiting list, you know that automobile prices are up from twenty to eighty percent, depending upon the make and model.

The fact of the matter is that a dollar no longer seems to do its duty, and while you may find it advisable to take more money with you when you go shopping, you may depend upon coming back with less to show for it.

All this we know, and all of these things we have learned to take on a sort of grin-and-bear-it basis, pending a leveling off of prices, a condition just as elusive as the prosperity of the early thirties, which always was lurking just around the corner.

But now the crowning blow has been struck, and it has hit where it hurts the most—the kids from six to sixty. It is in our community no longer possible to buy a nickle ice cream cone. There aren't any. They've gone up to a dime!

### Fifth Commandment

Most of us who have embraced the Ten Commandments as our standard of life regard the Fifth as the easiest to keep. Our prayerful inventory is taken with only passing interest in the divine law "Thou shalt not kill" because we are sure we could never be guilty of this unthinkable crime.

We are wrong. In their 1948 book of street and highway accident data, The Travelers Insurance Companies make it sickeningly clear that the Fifth Commandment is a precept for every driver. In the book's foreword, Jesse W. Randall, the companies' president, suggests a definition that moves our annual traffic tragedy squarely within the orbit of the Decalogue: "Thou Shalt Not Kill" means that nothing on earth can be so important that a man's life should be risked for it, unless in the very risking of life the man becomes better equipped for eternity."

In 1947, 32,500 Americans were killed in traffic accidents. In each case, the vehicle involved was a weapon. In each case, it killed with the same cold finality of a gun or a knife.

Yes, safety is a sermon. If the appeals of self-protection or common consideration are not enough to stay the dangerous driver, perhaps the Fifth Commandment is.

### Healthy Trend

The trend away from tenant farming and toward ownership by the man who tills the soil is a healthy sign. It portends a higher standard of living and a better job in the matter of conserving the natural resources of the country.

The New York Times recently took a look at the farm picture in the South and came up with this editorial comment:

"One morning after dawn a calvade of conservation swarmed over the place. Many tractors dug deep into the wasted land; posthole diggers, fertilizer spreaders and bulldozer battled the red clay. Jeeps jumped over old furrows as expeditors of commands. Landscapers limed the lawn and planted shrubs. A dejected farmhouse got a spray of white paint. The fields of the farm were laid off according to a model plan. Just for good luck an acre pond was measured off for fishing and recreation. When the conservationists began to go over the top-soil in the morning the farm was said to be worth \$4,000. A soil conservationist said he would give \$15,000 for it after the day's work."

"The farm is located in what used to be the center of the bright tobacco belt of the South. What happened there made news for many farm owners who only recently acquired their land. For thousands of farm owners of the South have come up from tenancy and sharecropping in the past decade or so. If we go to the deep South, where tenancy and sharecropping were once entrenched, even there we find a marked change for the better. In Mississippi in 1935, 69-8 per cent of all the farms were operated by non-owners, but in 1945 the number operated by tenants had decreased to 59-3 per cent. In South Carolina the number of tenant-operated farms decreased from 62-2 per cent of the total in 1935 to 54-2 per cent in 1945. In North Carolina much less than half of the farms are operated by tenants, and in Virginia nearly 80 percent of them are owner-operated.

"In the early 1930s when farm ownership in the South began to show a steady increase, 22 million acres had been destroyed by wind and water erosion and by plows wantonly guided by unskilled hands, in eleven states of the region. Farm ownership is the best barrier against the tides of waste, for the owner has a vested interest in soil conservation. He is not like so many tenants, 'aimin' to move next year."

No area possesses finer soil and climate for growing the delectable Puerto Rican yam, and all that remains to be done in order to make this an even greater sweet potato center is a broad program of education.

The boy who picks out a fielder's glove in preference to a catcher's mitt is practicing discrimination. The girl who selects a blue jacket instead of a pink sweater is discriminating. So is the teacher who calls on one student who doesn't know his lesson, instead of another who does.

There are 361 rural high schools in North Carolina with no provision for vocational agriculture, the State Education Commission has discovered.

## Motor Vehicle Department Warns C And D Drivers Against Waiting

RALEIGH—A report issued today by the Department of Motor Vehicles shows that since January 1, only 38,800 persons with surnames beginning with C and D have received their new driving licenses.

That means, Department officials pointed out, that some 111,200 persons in the State are going to face a lot of inconvenience in waiting in long lines unless they get their new driving permits during May. It is estimated there are around 150,000 drivers in the State with last names beginning with C and D.

The deadline on C and D renewals is June 30, but June is also the month when chauffeurs licenses have to be renewed. The Department said license examiners could be kept busy during June issuing nothing but chauffeurs licenses, and unless the remaining C and D drivers report to their examiners during the remainder of May, they may have trouble getting their licenses by the deadline.

Officials stated that there will be absolutely no extension to the time, and any C and D who puts off obtaining a new license must suffer the consequences of the law—which means that if he is caught driving on an old license after June 30, he will be found guilty of a misdemeanor and will be fined not less than \$25.

The Department also stated that there will be no additional examiners added during the next two months to take care of the expected last-minute "rush", and added that persons who do not get their licenses immediately will have to suffer the ordeal of waiting in long lines.

State highway patrolmen will make spot checks along the highways after June 30, in order to apprehend any C and D drivers who have not obtained licenses. Beginning with July 1, persons with last names beginning with E, F, or G, will be re-examined until December 31.

## Army Engineers To File Report

Charleston Office Requests Additional Information On Flood Control And Drainage Plan

Farm Agent J. P. Quinerly was advised today that the Charleston office of U. S. Engineers will complete their report on the Waccamaw River flood control and drainage project by June 1.

The Engineers requested some additional information which Mr. Quinerly and Henry B. Wyche, assistant vice president of the Waccamaw Bank and Trust Company, are now assembling and will forward to them immediately.

The Engineers' report was originally scheduled for completion by August 1, but was hurried up following a conference between Mr. Quinerly, Representative J. Bayard Clark and Senator William B. Umstead.

More women than men in the United States complete four years of high school, but more men than women finish four years of college.

## Cow Burned In Hallsboro Area

Four-Year-Old Boy Starts Blaze In Cow-Shed With Match; Animal Has To Be Destroyed

HALLSBORO, MAY 10.—A four-year-old boy with a match started a fire near here Saturday afternoon and burned a cow-shed on the farm of Mr. and Mrs. Alfred Creech. A cow, standing in the shed, was burned so seriously that she had to be destroyed.

James Milton Creech was playing at the shed and struck the match in a bed of corn shucks. The parents were in the field setting out tobacco.

In pre-flight estimates of the time required for the flight from San Francisco to Honolulu, an overwater distance of 2,420 miles, Naval Air Transport Service navigators have achieved an average of only six minutes error.

More than 650,000 copies of the "American Practical Navigator," only official United States reference on navigation, have been sold since its first edition in 1802. About 750 copies of the book, published by the Navy Hydrographic Office since 1866, are currently issued each month.

Navy airfield crash and fire-fighting crews are being trained in tactics designed to complete the rescue of all passengers and crew from a crashed or burning airplane within two minutes after the accident.

An estimated \$6,085,696 was saved by the Navy during the fiscal year 1947 as a result of its employee beneficial suggestion program.

## Creech Boy Bitten By Rattlesnake

HALLSBORO, May 10.—The condition of Woodell Creech, 13-year-old son of Mr. and Mrs. Lee Creech, who was bitten by a rattlesnake Friday, was reported today as satisfactory.

Young Creech was out hunting with an air-rifle in the White Marsh section when he suddenly felt a prick or sharp sting and at first thought he had stepped on a briar.

Latest Navy patrol bomber, land-based, incorporates reciprocating and jet engines. Each of two wing nacelles, one on each side of the fuselage, has an opening in front for propeller power and a small slit in the rear for jet exhaust.

First woman elected to the S. Senate was Mrs. Hattie Caraway of Arkansas.

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## FOR COUNTY COMMISSIONER

This is to state that I have filed for County Commissioner on the Republican ticket, subject to the will of the voters in the May Primary Election.

In this primary I go before the people as a candidate free from obligations to any group or fraction. I am out for the best interest of our county as a whole, and not for the honor of the office. If you think that the others are more capable than I am, then cast your vote for the best.

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## SCHEDULE W. B. & B. BUS LINE Southport, N. C.

EFFECTIVE TUES., JAN. 20, 1948  
WEEK-DAY SCHEDULE

LEAVES SOUTHPORT	LEAVES WILMINGTON
7:00 A. M.	7:00 A. M.
9:30 A. M.	*9:30 A. M.
*1:30 P. M.	1:35 P. M.
4:00 P. M.	4:00 P. M.
6:00 P. M.	6:10 P. M.
	10:20 P. M.

\*—These Trips on Saturday Only.  
\*\*—This Bus Leaves Winnabow at 6:10 Daily.

## — SUNDAY ONLY —

LEAVES SOUTHPORT	LEAVES WILMINGTON
7:30 A. M.	9:00 A. M.
10:50 A. M.	1:35 P. M.
4:00 P. M.	6:10 P. M.
6:00 P. M.	10:20 P. M.



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