

The State Port Pilot

Southport, N. C.

Published Every Wednesday

JAMES M. HARPER, JR. Editor

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Wednesday, September 22, 1948

Courtesy Pays

Through the bounty of the State Highway Commission the Town of Shallotte recently has fallen heir to a network of improved paved streets. A lot of folks would have taken this good fortune for granted and would have decided that what they got was no more than they deserved.

But not the Mayor and members of the Board of Aldermen for our neighboring community. They sat down and drew up a resolution of appreciation, which they forwarded to State Highway Commission Chairman A. H. Graham, who said that an expression of this kind was entirely "unique" in his experience.

Those folks down at Shallotte have the right idea; if somebody does something nice for you, thank them. Not only does this make them glad they were able to help you, but it leaves you in a good position in the event it is necessary to ask for future favors.

Land Sale Suits

Only a little over three more months remain during which collections may be made of taxes on property due for 1936 and prior years, and the major work in four of our six townships remains to be done.

Once more we want to praise the fearless manner in which members of the board of county commissioners faced this issue, because with anything less than forthright action thousands of dollars in delinquent taxes would have been written off the books on January 1, 1949. If all plans are carried through to completion, nothing will remain to be written off except some uncollectable items, and nobody will have been forced to do anything more than pay an honest debt.

County officials say that the results of these actions have been reflected in tax collections generally and that as a result of this activity there may come some measure of relief for the overburdened general fund of the county.

The Good With The Bad

When people write in to tell us how much they enjoy The Pilot it gives us a great satisfaction to know that our efforts are in some measure appreciated. We know very well that we have our shortcomings, but week in and week out we try to give a full, fair and honest report of what goes on in Brunswick county.

But about the time we begin to feel that all is well and that everybody loves The Pilot, somebody sticks a pin in our balloon, and our ego is deflated.

Like recently when we had a letter from a former resident in response to our reminder that her subscription was about to expire. "Let it expire," she wrote. "I took it because I wanted to see something about my old friends, and there never is anything in the paper about them."

Or like last week, when we were taken to task for one of our editorial outbursts.

But as we started out to say, there are many roses between these thorns, and these we do enjoy. And, confidentially, maybe the thorns are good for us. It wakes us up when we get stuck occasionally, and it keeps us from falling completely into an attitude of complacency—the worst enemy of any business.

Club Women Coming

Next Wednesday the Southport Woman's Club will be hostess to representatives of the sixteen clubs com-

prising the 11th District of the North Carolina Federation of Woman's Clubs. This occasion is more important than it may at first appear.

It will bring into our community as our guests for a day leading women of many of our Southeastern North Carolina towns. It will give us an opportunity to show these visitors why we think Southport is such a fine place to live, and it gives us an opportunity to send more people out to tell the world about this delightful section of the State.

The Negro, North And South

(BY DAVIS LEE)

(Publisher The Newark Telegram, Newark, N. J., A Weekly Negro Newspaper)

I have just returned from an extensive tour of the South. In addition to meeting and talking with our agents and distributors who get our newspaper out to the more than 500,000 readers in the South, I have met both Negroes and whites in the urban and rural centers.

Because of these personal observations, studies and contacts, I feel that I can speak with some degree of authority. I am certainly in a better position to voice an opinion than the Negro leader who occupies a suite in downtown New York and bases his opinions on the South from the distorted stories he reads in the Negro Press and Daily Worker.

The racial lines in the South are so clearly drawn and defined there can be no confusion. When I am in Virginia or South Carolina I don't wonder if I will be served if I walk into a white restaurant. I know the score. However, I have walked into several right here in New Jersey where we have a civil rights law, and have been refused service.

The whites in the South stay with their own and the Negroes do likewise. This one fact has been the economic salvation of the Negro in the South. Atlanta, Georgia, compares favorably with Newark in size and population. Negroes there own and control millions of dollars worth of business. All the Negro business in New Jersey will not amount to as much as our race has in one city in Georgia. This is also true in South Carolina and Virginia.

New Jersey today boasts of more civil rights legislation than any other state in the Union, and state government itself practices more discrimination than Virginia, North Carolina, South Carolina or Georgia. New Jersey employs one Negro in the Motor Vehicle Department. All of the states above mentioned employ plenty.

No matter what a negro wants to do, he can do it in the South. In Spartanburg, South Carolina, Ernest Collins, a young Negro, operates a large funeral home, a taxicab business, a filling station, grocery store, has several buses, runs a large farm and a night club.

Collins couldn't do all that in New Jersey or New York. The only bus lines operated by Negroes are in the South. The Safe Bus Company in Winston-Salem, North Carolina, owns and operates over a hundred. If a Negro in New Jersey or New York had the money and attempted to obtain a franchise to operate a line he would not only be turned down, but he would be lucky if he didn't get a bullet in the back.

Negroes and whites get along much better together in the South than northern agitators would have you believe. Of course, I know that there are some sore spots down there, and we have them up here also. But it is not as bad as it is painted. The trouble in the South stems from dumb, ignorant whites and Negroes not from the intelligent, better class element of the two races.

The attitude of the Southerners toward our race is a natural psychological reaction and aftermath of the War Between the States. Negroes were the properties of these people. They were not the peers, and were not even considered human in the true sense. The whole economy of the South was built around slavery. The South was forced by bloodshed and much harm to its pride to give up slavery. Over night these slaves became full fledged American citizens enjoying the same rights as their former owners.

Certainly you couldn't expect the South to forget this in 75 or even 150 years. That feeling has passed from one generation to another, but it is not one of hatred for the Negro. The South just doesn't believe that the Negro has grown up. No section of the country has made more progress in finding a workable solution to the Negro problem than the South. Naturally southerners are resentful when the North attempts to ram a civil rights program down their throats.

I have pointed out in dozens of editorials that the white people of this country are not only our friends, but they want to see us get ahead as a race. As a matter of fact, we are more prejudiced than those whom we accuse of being prejudiced.

Rovin' Reporter

(Continued from page one)

View Tavern at Holden Beach, in a week or two and keep it open the year-round comes as good news to a lot of people interested in the development of our beaches. It provides a real service for yachtsmen, winter tourists and many sportsmen who want to come for winter fishing in Lockwoods Folly river. This fishing bids fair to become widely known, and nearby accommodations will speed up its popularity. The more carried on at our beaches during the winter time the more widely known they will become and the quicker and greater will be their development in summer.

Ed. Baucom of the Seashore Grill at Long Beach tells us that he also plans to keep open all winter. He is just now starting up with an oyster roast as an added winter attraction. His lunch room and snack bar will operate as usual, and dancing with music from a record player can be carried on at any time with orchestra or string band dances at regular intervals. Unfortunately the grill has no rooms for the accommodation of overnight visitors to Long Beach during the winter. It is thought that this deficiency in accommodations will be made up for by some other place announcing that it will have rooms available.

With their new building well in the rear of their present structure to allow plenty of room for driving in and parking J. M. Parker and his sons are building a large and attractive new store and filling station on the corner at the junction of Routes 130 and 17 in Supply. This practice of having filling stations and stores well back from the highways to provide plenty of room for motorists was apparently started by Ennis Long, near Supply, several years ago. It is said that Mr. Long has found out that it pays. Most tourists seem to prefer stopping at places where their cars will be in no danger of being rammed by other cars passing on the highway.

In some manner for which we have no explanation we had gained the impression that John Fenside, who has the reputation of being one of the bear huntingest fellows in Waccamaw township, was quite old. Meeting up with him and his bear dogs the other day, we have to admit that he is hardly middle aged yet. His specialty is hunting bear and deer, but he is not above going for any kind of game. His hounds, Betty Beaver, Pup, Lady and Lou, are versatile. They hunt any kind of game they know their master is after and they usually know

what is on the program for the day.

Provided their dogs are right and they personally know something about hunting, deer hunters should find the going good in Brunswick county this year when the season opens. Farmers and hunters seem to be unanimous in the opinion that deer are plentiful. They are not just here and there, they are found at all places in Brunswick where there is some cover and bushes and shrubbery for them to forge on. Some farmers say that they often become pests. Sometimes they are found in pastures grazing with cows, apparently perfectly at home and enjoying the companionship and society of other cloven hoofed animals.

It is very likely that we recently got more out of our friend, Irsene Vereen of the Exum community than he had counted on. He had only wanted to renew his subscription to the paper, to subscribe for his brother in Florida and for his son in Alaska with the Air Forces. On top of that we pulled his leg for the material for a lot of good bear stories. It was largely something that we got out of Irsene that induced John Hemmer of the State News Bureau to come rushing off down here last week with his camera and make more than 200 pictures for publicity purpose. Some of those pictures will go far and be a source of valuable advertising to Brunswick county. We can say this because we stuck by Hemmer and his cameras for two days and know what we both got.

Speaking about intuition, Jim Thompson of Raleigh is at Southport pretty often, but no instance is recalled when his trips were not accompanied by east winds. Late Friday afternoon the wind swung around to the east and things turned chilly for a time. That night we were at a table in Mack's with Miss Shirley (Rusty) Brooks, a University of North Carolina girl from Gastonia. There was enough about her to think about but, our mind had just turned to Jim Thompson and that it was ideal weather for him to show up. Two minutes after the thought he came marching in and passed our table.

The hay crop in Brunswick county was probably much larger last year than this. Saving it was another matter. It appeared that only about half of the 1947 crop was saved and much of that was in a damaged condition as it invariably rained before it could be raked and hauled to the barns after being cut. This year with nearly ideal conditions for cutting and storing a lot of first class stuff has been cut and put

in the barns, with more still going in. Should good fall weather continue a very large crop will be made and saved before frost which comes about the middle of November.

Although there are numerous streams and canals dug with steam shovels carrying water, J. B. Lattay, superintendent of the Reigel lands likes to see to it that the 150 head of Brahma cattle on the ranch always have plenty of fresh water. Salt sheds and troughs are at numerous vantage points. At each of these sheds wells have been sunk and large concrete watering troughs built. As often as is necessary a pick-up truck carrying salt and equipped with a pump makes its rounds of the salt sheds and wells. The pumps are adjusted to the well piping and the troughs quickly filled with water.

Speaking of building and planting, Orton Plantation on the River Road has done more of both during the past two years than was done under any preceding five years. With their son, Kenneth Sprunt, as manager, the owners, Mr. and Mrs. J. Lawrence Sprunt, have apparently been able and willing to put over many new ideas. Many additional acres have been converted into the growth of flowers and plants. Greenhouses, salesrooms and offices have been built, as well as some new homes for employees. The place presents a distinctly progressive appearance.

Loafing about town the past week we had an opportunity to see most of the young men who have been coming in to register for the draft. Without exception, those we have seen were fine looking young fellows, physically and otherwise. They are boys that parents and Brunswick county people generally should be proud of. It may be tough for some people to see these young fellows go into military training, but it should be remembered that the training they get now may save their own lives and the lives of millions of other people if trouble ever comes. Too many poorly trained men had to go overseas in World War II.

STATE NEWS CAMER

(Continued from page one)

The company has 140,000 acres of land in Brunswick and Columbus counties and 480 miles of fire lanes in its woods. 75 miles of these lanes are in pasture grass. Finally, finding fresh tracks Lattay left the car and going on foot, found the herd in the woods. He told us to get out of the car and come quietly, as some timid young cow might stampede the herd.

Lattay's fears were well founded. Before we could get close a young cow took alarm and was off through the woods, all the rest high tailing it after her. There would be no pictures made of that herd that day.

We went back to near the ranch building and found three huge purebred Brahma bulls, hump-backed like camels and with great wattles on their throats. They partly cooperative and consented to be photographed at a distance, which suited Hemmer. He got in about 25 shots of them with his news camera and a still bigger machine, which we had to lug around with us.

One of the bulls decided to offer for a close-up for the camera. So, he walked towards Hemmer with his head and tail high. Hemmer quickly backed off. That bull could put his head down at any minute. We wanted pictures of cows.

Lattay suggested trying Bolton where there was a small herd of mixed steers in a small pasture. They were there but were wild. Hemmer followed them around and around 20 acres of high grass and weeds without being able to get a single picture. He however, exuded plenty of perspiration in the effort.

It was decided to return from Bolton to Southport via the way we had come, still hoping to find some cows. Mr. Lattay remained

at Bolton, Mr. Dodson and the forestry man had disappeared. Hemmer watched his side of the road and looked down every fire lane we passed. We did the same on our side, both hoping we would spot a herd of cows.

There, almost at the ranch building half mile down a fire lane and at a salt shed was a herd of beautiful one and two year old heifers, all colors from pure white to a darker cream color.

One of the ranch bosses was routed out. He advised that the herd of heifers were gentle. As they were at the salt shed we could drive right up to them. With great courtesy he was asked to go along.

He had not de. The heifers were used to having cars or trucks at the salt shed with salt, or to pump water. We drove up to within 50 feet of the herd and Hemmer worked around and around them, giving them everything he had in the way of cameras and film. He was in his element and smiled and laughed as he literally littered the ground with black strips of paper torn from his camera after

each exposure. We have been with him of times before but we never him so pleased nor saw him so half so many pictures of any subject.

The heifers were very cooperative and made ideal models. And then they would bunch together, heads up facing the camera. Again they would scatter, pressing individual shots. Once he broke and scampered off the hundred feet, stopped and headed to march back with heads down. It was a great day for Hemmer and the real story is yet to be when his pictures are developed.

BUILDING STARTS

(Continued From Page One) urday that the two new are totally inadequate for needs at this time, and the prospects of still greater soon. Six new class rooms at present time would hardly care of the overflow situation, according to Mr. McKeithan. Several other schools in county are in the same crowded condition as Shallotte which takes care of much of township.

SPORT FISHING

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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.	1:35 P. M.
*1:30 P. M.	4:00 P. M.
4:00 P. M.	6:10 P. M.
6:00 P. M.	10:20 P. M.

*—These Trips on Saturday Only.

**—This Bus Leaves Winnabow at 6:10 Daily.

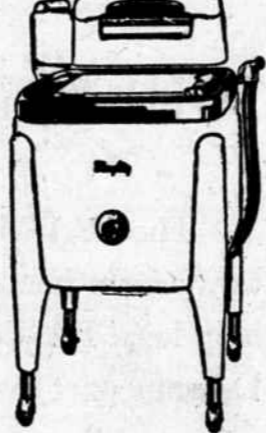
— SUNDAY ONLY —

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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