

The State Port Pilot

Southport, N. C.

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JAMES M. HARPER, JR. Editor

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SUBSCRIPTION RATES

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Wednesday, July 13, 1949

Affords Protection

Last week when a Long Beach visitor suddenly discovered the necessity of going to the hospital for an operation there was no hasty packing and haphazard departure for home. She entered Doshier Memorial Hospital in Southport, had the services of a skilled surgeon and the care of friendly nurses.

We believe that even though the operation interrupted her vacation, she always will have pleasant memories of Southport which please about the local hospital.

Another lady whose home is in one of the most progressive cities in Piedmont North Carolina gave birth to a son last week at Doshier Memorial Hospital while other members of her family are in this area at Caswell Beach.

Last summer another prominent resident of one of the beaches told us that among the factors which governed his decision to own a cottage at Long Beach was knowledge that the hospital in Southport could take care of any emergency which might arise with members of his family while on their vacation.

These cases are not isolated. We recount them merely to show that among the intangible assets of our Brunswick county beaches is the ready accessibility of a fine little hospital.

Driving Check-Up

We were among the latest H's in taking the driver license test, and one impression we have from the examination is that it is a good thing to have a periodic check on all drivers, no matter how good they may be.

For one thing, it causes one to take stock of his own abilities—and shortcomings. For another, it brings a factual reminder that a driver not only must be able to take care of his own responsibilities, but must watch out for the most important, we think, is the necessity for Mr. Average Driver to get down a handy booklet called the State of North Carolina Driver Manual and really find out what the book says about rules and regulations which he has come to take for granted.

The driving tests were designed as a division of a three-part program of highway safety. The State Highway Patrol is one of these divisions and the late-lamented Motor Vehicle Inspection program was the third.

All of these steps were designed to reduce death and injury on the highway, and even though some of the steps may seem occasionally to infringe upon our personal liberties we believe that we never should lose sight of the fact that we are the ones who gain when the highways are being made safer for the use of ourselves and our loved ones.

Lessons Of Experience

You don't tear down the house because the roof needs fixing. Sounds trite, doesn't it?

And yet that is exactly what is proposed that Congress do in the field of medicine. Even the doctors are willing to admit that America hasn't attained perfection in health. And yet it is the healthiest country in the world.

If there is a sound argument why the best house in Whiteville should be torn down and a plan drawn up to rebuild on the pattern of a third or fourth rate structure, we haven't heard it. Then, why in heaven's name, should America tamper with the most advanced system in the world?

Germany tried socialized medicine and ruined its medical system. Britain is trying it and British doctors are bogged down with red tape and hordes of pati-

ents. Contrast their experience with that of the Scandinavian countries where those who can afford to pay can do so through private companies such as we have in America and where government aid is extended, through private companies, to those who cannot pay. This group comprises a small portion of our population. Then, why tear down the whole house because the roof leaks? Why not patch the leak and retain the structure?

Glad We Were Wrong

Highway fatalities were down in May, 48 persons being killed as compared with 62 in May of 1948. That was a decrease of 23 percent.

When the automobile inspection program was killed, we predicted a tremendous increase in deaths on the highways. That prediction was supported by the facts during the period immediately after the law was repealed.

That there was a right-about-face in May is encouraging. We're glad the May figures proved us wrong. We hope the rest of the year will do likewise. We retain our doubts, but you—everyone who drives an automobile—can help to make bad prophets out of the supporters of the inspection program. Drive safely and prove that the inspection program was not needed. We'd much rather see the toll decrease than to say, "We told you so."

Graham's Plea

Senator Frank Graham spoke in Boone, Watauga County, a few days ago and made a strong plea for immediate passage of a federal aid to education bill.

We agree with the North Carolina Senator that such a bill should be enacted into law, provided it contains the Barden stipulation that there will be no federal intervention in the operation of schools and provided the money goes to public schools.

To allow any federal funds to be used in church schools is the same as saying that the taxpayers are to be taxed to teach Republicans to be Republicans, or that the party in power will see that the government supports schools which teach a specific doctrine. If federal aid is to be used for other than public school purposes, the bill should be killed and killed now.

Graham's plea is sound if the proper safeguards are provided.

Here Today, Tomorrow — ?

He who roars down the highway with terrible speed, Is his family's despair and sorrow, For although he may manage to be here today, Who can tell where he'll be tomorrow?

RALEIGH ROUNDUP

FORECASTING . . . This matter of telling in advance how much tobacco, corn, potatoes, cotton, peaches, etc., will be produced is becoming quite an art, and it is sometimes amazing just how close the experts get to the actual figure. Now and then they miss by a country mile, but get right on subsequent forecasts.

After the estimates from all the states have been gathered and studied each month, the Crop Reporting Board of the U. S. Agriculture Department in Washington sits down to weigh the figures, sometimes lapsing into high mathematical mumbo-jumbo before coming out with the information. The members of this body are sworn to secrecy until the full forecast for the Nation can be made. Furthermore, armed guards stand at the door to prevent any crop futures gamblers from getting the information before the public at large has had access to it.

When the forecast is finally ready, it goes singing over the wires and by radio across the land in a matter of a few minutes.

DON'T LIKE IT . . . You probably read a few days ago about commercial peach growers' in North Carolina not liking a recent forecast which said this year's peach crop would be heavy. The orchardists said the Agriculture Department was all wrong, adding that large-crop forecasts cause a drop in peach prices. While the peach growers may be right, this is an old story. You can seldom get one to say out loud that the crop is going to be anything but light. It would be extremely silly—and bad business—for them to brag about a big crop of peaches. The production of peaches is a tremendous gamble at best, and just a little reckless talk by orchardists or "experts" can play havoc with the deal.

ANOTHER FORECAST . . . Just before the Legislature adjourned, Revenue Commissioner Edwin Gill predicted that General Fund revenue for the fiscal year ending June 30 would be around \$140,707,000. As the year ended last week, reports showed income to the General Fund to be \$140,826,152. All the money is not in yet, and the total should run very close to the figures Gill gave the legislators. That's not bad forecasting.

Incidentally, Gill is expected to join Hathaway Cross here in the practice of law around August 1. The State is losing a fine fiscal brain in Gill's departure.

COMPANY PRESIDENT - Continued From Page One
tain Potter and the Gifford of Captain Church have each reached the twelve million fish mark. The other boats of the fleet are all trailing remarkably close. Collectively the fleet has brought in over 60 million fish.

No fishing was done by Captain Potter Saturday while Mr. Morehead and his guests were aboard. The entire fleet had tied up for the day to allow the factory workers to get a little ahead with their end of the business. The trip on the Brunswick was intended purely to permit the

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TIDE WATER POWER COMPANY

Notice of Electric Rate Increase

Under date of May 3, 1949, Tide Water Power Company, filed a petition with the North Carolina Utilities Commission asking permission to place into effect certain revised and increased rates necessary to produce additional revenue and income that will be required to provide a fair rate of return upon the investment of the Company in electric plant and facilities and, thereby, to make it possible for the Company to obtain additional capital needed to finance its betterment and expansion program. The proposed increase in the company's rates will be the first increase in the charges for electric service in the history of the Company and follows a long period of progressively reduced charges for electric service. The impact of progressively higher costs and expanding capital requirements have forced the Company to seek permission to adjust its schedules of charges.

By amendment to the original petition Tide Water Power Company, under date of June 22, 1949, has filed with the Commission rate schedules designed to produce the requested increase in revenues. The revised rate schedules that have been filed with the Commission are set forth in summary form below

Residential Service—Rate 1:

First 20 kwh or less per month	for \$1.50
Next 50 kwh per month	@ .045 per kwh
Next 130 kwh per month	@ .025 per kwh
All Over 200 kwh per month	@ .02 per kwh

This schedule will supersede and replace the present rate for Residential Service designated as Schedule 1.

General Service—Small—Rate 2:

First 20 kwh or less per month	for \$1.50	
Next 230 kwh per month	@ .050 per kwh	
Next 750 kwh per month, plus	100 kwh per kw of Billing	@ .025 per kwh
Demand in excess of 10 kw	@ .040 per kwh	
Balance to 5000 kwh per month	@ .015 per kwh	
Excess	@ .015 per kwh	

This schedule generally applicable to light and power service other than residential will supersede and replace present rates 2, 7A, 8, 9, 16A, 18A, 19A, 23A, 24A, and 26A.

General Service—Large—Secondary—Rate 3:

Demand Charge:

First 50 kw, or less, of BILLING DEMAND	\$85.00 per month
Over 50 kw of BILLING DEMAND	@ 1.15 per kw per month

Energy Charge:

First 50 kwh per month per kw of BILLING DEMAND	@ .017 per kwh
Next 5000 kwh per month	@ .015 per kwh
Next 5000 kwh per month	@ .013 per kwh
Excess	@ .009 per kwh

General Service—Large—Primary—Rate 4:

Demand Charge:

First 50 kw, or less, of BILLING DEMAND	\$75.00 per month
Next 50 kw of BILLING DEMAND	@ 1.10 per kw per month
Over 300 kw of BILLING DEMAND	@ 1.00 per kw per month

Energy Charge:

First 50 kwh per month per kw of BILLING DEMAND	@ .014 per kwh
Next 5000 kwh per month	@ .012 per kwh
Next 5000 kwh per month	@ .010 per kwh
Next 5000 kwh per month	@ .008 per kwh
Excess	@ .008 per kwh

These two schedules of charges, together with the associated Fuel Price Adjustment Provision are generally applicable to light and power service delivered at secondary and primary voltages respectively to consumers with demands in excess of 50 kilowatts and will supersede and replace present rates 10, 10A, 11, 12, 33 and 35.

All other presently effective schedules will continue unchanged with the exception of the addition of a Fuel Price Adjustment Provision to present Schedule 13, applicable to Ice Plant and Refrigeration Service. The addition of the Fuel Price Adjustment Provision to this rate will result in no material increase or decrease at this time to the consumers presently receiving service under Schedule 13.

The proposed revised rates now filed with the North Carolina Utilities Commission will result in overall changes in the classified revenues of the Company as set forth below.

Residential Service	\$195,800 Incr.
General Light and Power Service—Small	137,700 Incr.
General Light and Power Service—Large	13,200 Decr.
Total Net Increase	\$320,300

It is significant to note that the above estimated increase in revenues will result in an increase of only approximately \$169,000 in the annual earnings to be received by the Company after the proposed increased rates are placed into effect. The difference between the estimated increase in revenues and the estimated increase in earnings is accounted for by increased tax payments to be made to the Federal and State Governments on account of income taxes and gross receipts taxes.

TIDE WATER POWER COMPANY
W. W. BELL
President

The North Carolina Utilities Commission will hold a public hearing on the above petition on Thursday, July 28, 1949 at 9:00 a.m., in Wilmington, North Carolina, in the court room of the New Hanover County Courthouse, or some other local place that will be named at that time and place.

Any person desiring to enter a protest in this matter or otherwise be heard should notify this Commission in writing of such intention on or before July 23, 1949. By Order of this Commission. This the 1st day of July, 1949.

MYRTA FLEMING, CHIEF CLERK.

Not Exactly News

A few speckled trout have been caught by surf casters at Long Beach, and this has been enough to keep the fishermen fishing . . . Sportsmen whose interest centers in the quail season are afraid that Friday's deluge did the same thing for the young birds that heavy rains did in the summer of 1946 . . . One person who aims to be ready for whatever happens is Davis Herring, who last week acquired a brand new setter pup, an offspring of Robert Thompson's Dan, who is about the best bird dog in town.

"You Were Meant For Me" is a gay bit of nonsense with Dan Daily and Jeanne Crain that should make for good entertainment, Thursday and Friday at the Amuzu . . . G. W. Fisher, Sonny Hickman and Bobby Spencer, Southport boys who were members of the squad of the Whiteville American Legion baseball team this summer, all say that they learned a lot of baseball through this experience and the only thing they hate is that there is not a team in Brunswick county.

A local census of new automobile will show that Southport is a Buick town. Dallas Pigott is the latest to join the parade, which now numbers twelve Supers and Roadmasters of 1947

guests to get a look at the unlimited fish still in the ocean off Southport. They are understood to have seen plenty during the approximately four hours of cruising around.

Captain Potter and Captain Church both say that even after three months of record breaking by the local boats and a considerable number that have come down from Morehead City there is no noticeable decrease in the size of the great body of fish now rolling around off Southport. The end of the greatest spring fishing in local history is not in sight.

All fleet captains are united in agreeing that except for the possibility of bad weather and accidents there is every assurance of the big production running right on through July and August. September may bring a slight slowing up. But after September there should be another three month period of fine production.

Mr. Moorehead is reported to have been greatly pleased at the fishing prospects and the production already attained this year. In addition he is congratulating himself, general manager R. F. Flaxco and factory superintendent James Garner over the decision made last year to spend the winter in modernizing the factory and fleet of boats. A huge sum was expended during the winter in enlarging the factory and purchasing new equipment.

DREDGE GETTING

(Continued from page One) expecting to make the trip to Venezuela with the vessel. This will not be the first trip, aboard for the dredge and many members of the crew. During the war the Hyde spent much time in European waters, keeping the harbors open.

SEVERAL BARN

(Continued From Page One) community also lost a good barn full of tobacco this week according to reports.

VACATION BIBLE

(Continued From Page One) The Rev. Morehead is the associational missionary for Brunswick churches. Miss Nielson is a junior at Wake Forest College and is spending the summer working among the different churches in Brunswick county. She is the daughter of the Rev. and Mrs. Jack Nielson and was born in Southport during the time that Mr. Nielson served as pastor of the local church.

or later vintage . . . We think that the port water supply is unusually good water, but Captain J. B. Church still drinking water from a pitcher pump back yard. Another regular user from source is Stella, the cook at the Newt's die home.

One of the nicest sidelights to the season is the rare bargains that are strings and bluefish and mackerel afternoon . . . Dr. Roy C. Daniel who has a special interest formerly ran to horses a big kick out of a skiff which he Roy used with an outboard motor. The royal plane owned by the Brunswick Navigation Company lands at the field near the any time the need arises now. Most of landings are for the purpose of refueling plane still is based in Wilmington. Shrimp coming in now are among the best we ever have seen caught in quantity the other afternoon we saw a basket of down at Paul Fodale's dock that had led out of the smaller catch . . . Day beaches, our highways and the inland traffic, seems to us that Southport has than her share of interesting visitors.

The Vacation Bible School will continue for two weeks and a special commencement program is planned for Sunday night, July 24.

BACK TO WORK

James D. Ward spent the past eight days in Southport with his family. He reported back to work on the Dredge Lyman in Jacksonville, Fla., last week.

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Leave Southport	3:00 p. m.	Leave Long Beach	3:30 p. m.
Leave Southport	8:00 p. m.	Leave Long Beach	11:00 p. m.

SATURDAY SCHEDULE

Leave Southport	8:45 a. m.	Leave Long Beach	9:15 p. m.
Leave Southport	3:00 p. m.	Leave Long Beach	3:30 p. m.
Leave Southport	8:30 p. m.	Leave Long Beach	12:00 p. m.

SUNDAY SCHEDULE

Leave Southport	3:00 p. m.	Leave Long Beach	5:30 p. m.
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