

Rovin' Reporter
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Theological seminary at Louisville, Ky. We were freshening up our religious matters in order to be in good standing with the numerous Baptists who are

expected to be at Fort Caswell next year.
Saturday, the first cool day of this end of the year, we ran across a very attractive jacket, worn by a still more attractive girl. The garment was unmistakably Japanese in its origin. Most

girls would have told us that they got it from their sweetheart but this one, Miss Polly Bennett, daughter of Rev. and Mrs. H. B. Bennett, did not even wait for us to ask where she got it. She said with pride that her brother, who is in the Navy, sent it to her. Rev. and Mrs. Bennett have two fine sons in the Navy.

stitute; Ernestine Clemmons, St. Augustine - College; Viola Hankins, N. C. State at Durham.

W. F. Smith of Florida, State Fire Marshall, is spending this week here with his sister, Mrs. Ethel Fullwood. Calling at this office while we were out, he left a note saying that when he missed getting an issue of The State Port Pilot the world seems upside down. He added that he appreciated The Pilot more than he would the New York Herald and that Brunswick county was to be congratulated on having "such an outstanding paper."

About the nicest field of crotolarin we have ever seen is being grown by Thompson McCrackan, across Walden Creek on the river road. The stuff is as thick as anything can grow and is shoulder high to a grown man. Although it has no feed value, this stuff is rated one of the best known soil builders. Some time before frost Mr. McCrackan will have many tons of humus forming material to turn under for next year's crop.

Rice Gwynn of Longwood told us this week that we could tell gun crazy folks that there are plenty of quail this year. The Longwood man keeps posted on birds more than any landowner we know of. Proof of this knowledge of his may be had in the numerous sportsmen who begin to cultivate his friendship at about this time of the year.

Roy Grissett, young Grissett-town man, served about six years during the war, most of this time overseas. He came home with a honorable record and got a job as a policeman in Wilmington. There, apparently in a case in which there were higher ups, he was convicted of a crime and sent to State prison. He has now served about two years and has made a model prisoner, according to all that can be learned. It would seem that his case in now one in which the American Legion can afford to take a look, with the object of aiding him to get a parole, if they find such to be deserving.

Seventeen violent deaths on the highways in Brunswick during the first eight months of 1949 is a very bad record. Things will be lucky if the remaining four months of the year go by without more highway deaths being added to the roll. Even at the risk of their being charged with persecuting the motorists, there seems to be nothing the highway patrol can do except to bear down on all who violate the speed laws. So far as can be learned nearly all

of this year's 17 deaths resulted from fast and reckless driving.

If one may believe the fishermen, ocean waters off the Brunswick coast have never had so many fish as they now hold. At least not in the memory of sport and commercial fishing. Operations have revealed unprecedented number of menhaden as having apparently taken up permanent residence in this area. To feast on the dense schools of menhaden have come great numbers of food and game fish. At other points on the coast the menhaden industries appear to have to depend on seasonal migratory menhaden. Here they can be found the year-round.

Very few large watermelons have been seen in Brunswick county this year. Practically all that have been offered for sale have been medium in size, or even smaller. So far as can be learned the preparation of the land, fertilization and cultivation has been just the same as in previous years. The melons just did not grow large and nobody seems to know just why.

Last week some mention was made in this column about R. D. White of Shallotte admiring the fine construction work of the old Hood building, now the tax collectors office. Mr. White said that the bricks and brickwork was the best he ever saw and he always stopped to admire it. It may interest Mr. White to know that since the paper appeared with the story dozens of people have stopped at the corner of the building to take a look. At one time Friday about 20 men were squinting at the bricks and mortar.

Just when we were beginning to think that he was breaking his record of never missing attendance on a term of court, Harvey Milliken of Waccamaw township showed up Friday. Without in the least intending to reflect on Harvey we are forced to admit that every time we see him we catch ourself wondering if he can get a full meal anyplace, when he is away from home.

L. C. Brown of Longwood, a county commissioner away back and a good one while he was, stopped us on the street the other day to ask who was going to run for sheriff next year. We will have to be diplomatic about it and tell the truth. We don't know who is going to run for that office. If we started out to list the names of all who have said they were going to run, we would have this column filled with nothing but names. Time may shorten the list and it may increase it. One thing is certain, there will be a lot of candidates for sheriff next year.

One group of workmen that have never been out of employment in Brunswick county this year have been carpenters. If any of them have been out of work, it was not long enough for you to notice it. All sections of the county have witnessed the building of new homes and the remodeling of old ones. The person who has not been over the county in the last five years would hardly recognize things if he went over it now. So far as we can see there is no indication of a let up in building.

If A. L. McKeithan, fine Longwood citizen, does not get to Southport during criminal court week each September, we know from past experience that we will see him at Shallotte the very first time we go there. Court week seems to be his regular period for his getting ahead with a years subscription to The Pilot. He did not get to Southport last week but we found him waiting at Shallotte Saturday.

Speaking of subscriptions reminds us that while we were tramping around Shallotte Saturday getting news matter and advertising and keeping two jumps ahead of the police, we picked up 23 new and renewal subscriptions to The State Port Pilot. That helps with the expenses of getting around. At the same time it may help others. Samuel Kravitz of New York subscribed saying, "The Pilot will help me to keep up with what is going on at Shallotte".

Except for a period of about a year during which he was in business at Wilmington, we do not remember a term of criminal court over a period of 25 years, that was not graced by the presence of S. F. Willetts of the Mill Creek community. But he failed to show up last week.

During the fall term of criminal court it is something rare if we fail to see our good friend W. M. Carter of the Hickman's Cross Roads community. That is one period of the year when he nearly always comes to town. The fact that court is in session really has little or nothing to do with it. Mr. Carter just comes to see old friends.

Summer visitors for three years spending their vacations at Caswell Beach and Long Beach, Rev. and Mrs. B. H. Johnson of Mount Airy and Winston-Salem and Dr. Thor Johnson of Cincinnati will be regular residents of Brunswick in another year. They tell us they will build their summer home at Caswell Beach this winter.

GOVERNMENT HELPS
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pasture program this supplemental grazing should get consideration. The AAA will aid farmers in seed and fertilizers but they should get prior approval and purchase orders from the AAA office.

VISITOR FIGURED
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consciousness.
The New York newspapers stated that a total of 28 shots were fired by the negro, Kravitz and other officers. The remarkable thing being that no one was killed.

The brother of the Shallotte man has six citations for bravery and meritorious service during his twelve years as a detective in Brooklyn.

VISITOR SUGGESTS
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wide distribution of this picture. Mr. Hemmer said:
"I hope that when you folks catch another big tarpon you will take up a collection through your newspaper, have the fish mounted and hung in a prominent place in Southport. It would be an attraction for visitors and you could also display it in other towns and cities. It would be well worth what you would have to spend to have the fish stuffed. It is a nice thing to tell folks of the big fish, but it is even more convincing to be able to show them the fish."

COVER CROPS WILL
ty Committee before seeding. Seeding must be completed and a report of acreage filed in the office of the county committee by November 1. Interested growers should make immediate requests for prior approval so funds may be set up for 1950 payment. County Agent A. S. Knowles

points out that these crops or combinations of them are particularly good for winter grazing, and he reminds growers that arrangements for seeding these grains should be made during the latter part of September.

RETURN TO PINEHURST
Mr. and Mrs. Guy Womack and sons have returned to Pinehurst where Mr. Womack is manager of the Pinehurst high school. They have been spending the summer at Shallotte with their mother, Mrs. Womack.



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WHY THE MISSOURI PACIFIC RAILROAD STRIKE?

Over twenty years ago, the Congress of the United States passed the Railway Labor Act. It was hailed by union leaders as a model for the settlement of labor disputes.

THE LEADERS of the Brotherhood of Locomotive Engineers, Brotherhood of Railroad Firemen and Engineers, Order of Railway Conductors, and the Brotherhood of Railroad Trainmen on the Missouri Pacific Railroad have refused to avail themselves of the peaceful means provided by this Act for settling their disputes. They insist that they be the sole umpire of their own disputes over the meaning of contracts.

There is no Need for Strikes

With all of the available methods for the interpretation of contracts, there is no need for a strike or even a threat of a strike, but the leaders of these railroad unions have ignored the ordinary procedures established by law and insist upon imposing their own interpretations of their contracts by means of a strike.

The wheels have stopped rolling on the Missouri Pacific. They may stop rolling on other railroads at any time. Recently the Wabash Railroad was forced to discontinue operation for several days under similar circumstances.

What are These Strikes About?

These strikes and strike threats are not about wage rates or hours. They result from disputes over the meaning of existing contracts. They cover claims for a full day's pay for less than a day's work, or for payments for services performed by others who were fully paid for the work done.

President Truman's Board Condemns Strike

There is an established legal method for handling disputes involving existing written contracts—just as there is such a method of settling any contract dispute which you may have in your daily life.

The President of the United States appointed a Fact Finding Board to investigate and adjust the Missouri Pacific dispute. This Board reported, in part, as follows:

"... It is with a deep sense of regret that we are obliged to report the failure of our mission. It seems inconceivable to us that a coercive strike should occur on one of the nation's major transportation systems, with all of the losses and hardships that would follow, in view of the fact that the Railway Labor Act provides an orderly, efficient and complete remedy for the fair and just settlement of the matters in dispute. Grievances of the character here under discussion are so numerous and of such frequent occurrence on all railroads that the general adoption of the policy pursued by the organizations in this case would soon result in the complete nullification of the Railway Labor Act..."

Obviously the railroads cannot be run

efficiently or economically if the leaders of the unions ignore agreements or laws.

Provisions of the Law which are Disregarded

There are five ways under the Railway Labor Act to settle disputes over the meaning of contracts:

- 1—Decision by National Railroad Adjustment Board.
- 2—Decision by System Adjustment Board for the specific railroad.
- 3—Decision by arbitration.
- 4—Decision by neutral referee.
- 5—Decision by courts.

The Missouri Pacific Railroad has been and is entirely willing to have these disputes settled in accordance with the requirements of the Railway Labor Act. Regardless of this fact, the union leaders have shut down that railroad.

Innocent Bystanders Suffer Losses and Hardships

There are about 5,000 engineers, firemen, conductors and trainmen on the Missouri Pacific. They are known as "operating" employees, and are the most highly paid of all employees on the nation's railroads, but their strike action has resulted in the loss of work to 22,500 other employees of the Missouri Pacific. In addition, they have imposed great inconvenience and hardship upon the public and the communities served by that railroad.

The Railway Labor Act was designed to protect the public against just such interruptions of commerce.

If these men will not comply with the provisions of the law for the settlement of such disputes, then all thinking Americans must face the question, "What is the next step?"

