

THE STATE PORT PILOT Southport, N. C.

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Wednesday, September 11, 1935

A fish never gets caught by keeping his mouth shut.

Most pups have to be run over a time or two before they learn to stay out of the road.

Many refuse to join public movements because they had rather remain in the sidelines and criticize.

We are still expecting to hear of the death of some proponent of pedestrians rights between Southport and the Sawdust Trail intersection.

In spite of all the rumors of war most people are going right on about their daily work and play. This is a happy fact. If it were not for these people who continue their regular routine while others fight, this world would be in worse shape than it is.

Final Check-Up

An article in the September issue of The Health Bulletin, published by the North Carolina State Board of Health, entitled "A Fair Chance For Our Beginners" stresses the importance of making sure as far as possible that children entering school for the first time this fall begin their school days free from physical handicap.

The article points out that we have a tendency to take for granted the quotation "an equal chance for all." While it is true that the schools are open to every child—white black or brown—the physically defective have far from an equal chance.

Brunswick county schools open next Thursday for their fall term. Parents should make sure that their children of school age are free from illness or physical handicap before they enter upon their eight-months grind. A check-up now may save many days absence after school has begun.

Special Session

It appears likely that a special session of the North Carolina General Assembly may be called sometime within the next few weeks for the purpose of enacting legislation to provide state funds with which to match those being made available by the Federal Government for a social security program.

The bill passed by Congress during the final days of the last session provides for the payment of \$15 each month to persons 65 years of age or over, but these funds must be matched by a like amount from the state.

The national security program already in effect in states where old age pensions are being paid by the state. North Carolina could be receiving benefits from this bill if legislators had settled down long enough during the latter stages of the General Assembly to consider a bill introduced jointly in the Senate by Senator S. B. Frink, of Brunswick, and Senator V. A. Browning, of Swain county.

The prospect of a special session is unpleasant to contemplate. The liquor question is sure to be an issue at any reconvening of North Carolina's legislative body and there is danger that a special session might drag on for several weeks.

We Lose A Helper

Dorothy Bell, who has conducted the "Outstanding News From Everywhere" column in The State Port Pilot for the past three months, is returning next week to High Point College where she will be a member of the junior class this year.

This column has become one of the most popular features of The Pilot and our readers look forward to it with in-

terest for a condensed summary of the week's outstanding news events. We have had a number of favorable comments upon this feature.

We plan to continue the column, but readers of The Pilot will miss the clever, clear-cut style which Miss Bell has employed to keep her news briefs from becoming stale or monotonous.

Among her extra-cirricular activities at High Point College is the position of managing editor of The Hi-Po, the college weekly newspaper. Pilot readers will join us in wishing Miss Bell every possible success in her college and newspaper work this year.

Uniform Driving Laws

One of the greatest barriers to fair and efficient enforcement of traffic laws is the lack of uniformity in the traffic codes of different states and towns.

As one traffic authority recently pointed out, when he drives from one state to another, he doesn't have to stop and change his nickels, dimes and dollars into other and different kinds of money; but, if he wishes to operate his car in accord with the law, he must at once revise his driving habits. He leaves a state where the maximum speed allowed is 40—and then must remember that now he must hold his car down to 30. He has been accustomed to traffic lights and signs placed on corners—now they are overhead in the middle of streets where he is liable to miss seeing them entirely.

Suppose that motor car manufacturers pursued the same practices as many cities and states. Suppose a man who had been driving the Smith car wanted to trade it in for the new Jones model, and discovered that it had a different kind of transmission, required a different kind of fuel, and presented major points of difference in other respects. Such a policy would be no more absurd than is the existing policy of our governmental units in adopting traffic codes that are utterly at variance with those of a town or state 10 miles away.

The Uniform Vehicles Code and Model Municipal Ordinance, prepared by traffic experts, could and should be adopted by every town and city. This would not only give the motorist a break—it would immensely expedite the efficiency of our police and traffic patrol departments, and make an important contribution to the cause of highway safety.

A STATE PORT

Every citizen in North Carolina should be interested in the project approved last week by state officials of the Public Works Administration for the expenditure of \$4,000,000 for a port terminal development at Southport.

Each year citizens of North Carolina are paying \$25,000,000 in excessive freight rates. One of the principal reasons for this condition is the fact that port facilities now serving the state are privately owned and are entirely inadequate to handle the volume of shipping that is done in North Carolina. That is why over 70 per cent of our exports and imports pass through ports in other states.

The construction of adequate port terminal facilities at Southport would bring about a lowered freight rate that would be reflected in business throughout the state, especially in the central and piedmont sections.

It is interesting to note that Southport is the only natural deep water port in North Carolina. From 30 to 40 feet of water is available at all times and it would not be necessary to spend one dollar for dredging or maintenance of a channel.

H. M. Shannon, chairman of the Brunswick County-Southport Port Commission, has stressed the point that there is no desire to develop a terminal here at the expense of any other North Carolina port. A careful study has been made of freight rates and routes and officials of the port commission have included in their brief prepared for PWA authorities information of sources of freight that at the present time are not being served by a port in the state.

Members of the port commission—H. M. Shannon, R. I. Mintz, L. C. Brown, George R. Foulke, Jr., and H. B. Smith—have done all in their power to secure the port terminal development. The enthusiastic support of citizens in other sections of North Carolina who would benefit from lowered freight rates can now do more than anything else to insure the final approval of the project in Washington.

WASHINGTON LETTER

Washington, Sept. 11.—Echoes of the conversations current in local Congressional districts are gradually seeping back into official circles here. The lawmakers are grappling with red-hot political problems at close range. The sum and substance of the complaints dropped in the returning solons laps by irate citizens is the failure of government agencies to convert attractive paper plans into real thriving work projects in hundreds of communities where they have been promised freely. This trend in homecoming receptions has peeved and undoubtedly awakened the legislators as to the growing antagonism toward matters bearing the Washington stamp.

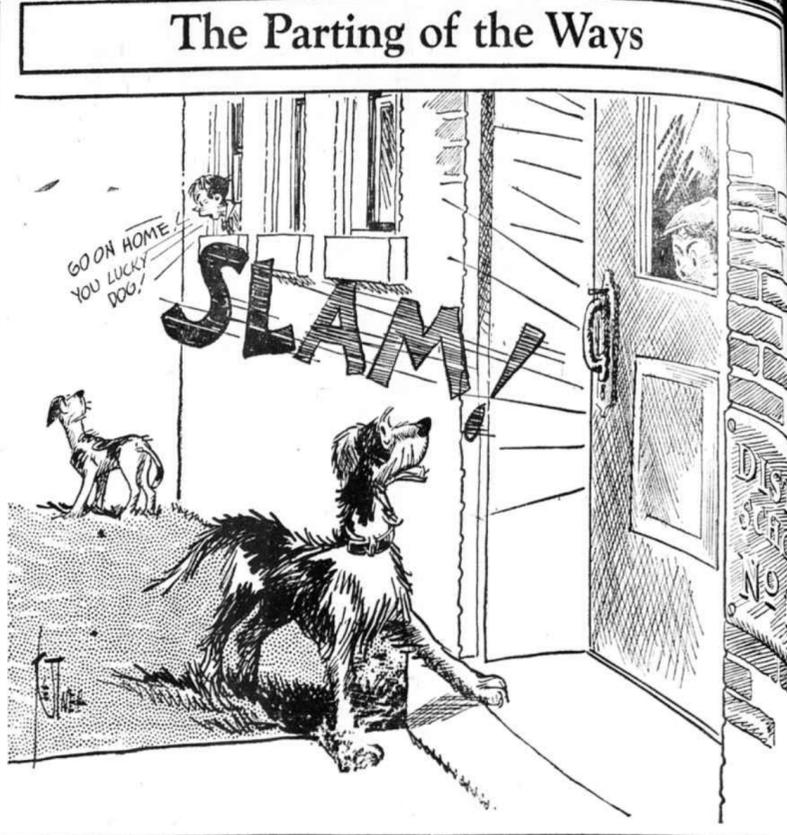
There has been so much talk about amending the Constitution to legalize New Deal projects now definitely outlawed that candidates for state and national legislatures are sounding out the home folks. It is a sensible precaution before staking their political futures on the issue which is becoming increasingly important. The sweeping verdict of the U. S. Supreme Court against the NRA last May set in motion a campaign within Administration to change the picture and lessen the power of the highest tribunal. Occasional inklings are given in propaganda material now appearing in the post-session of The Congressional Record. The opposition to this plan will be centered in the conservative wings of the Democratic party and the Republican camp.

Acting under pressure from voters in their states, a few hardy Democratic Senators have voiced protests against policies they claim are rank favorites. The charge is leveled that legislation was pushed through Congress which helped agriculture and harmed industries. The New England states are particularly vocal as textile mills give up the ghost in salute to burdensome processing taxes from which the farmer derives direct monetary benefits. Senator David Walsh, Democratic veteran, openly accused his fellow partisans of "inordinate solicitude for the agricultural industry." Obviously, the administration is not wanting in defenders for the answer is to the effect that Eastern business has heretofore profited enormously from Republican policies.

Charles Michealson, generalissimo of Democratic publicity, earned an enviable reputation for his masterful tactics in unseating Republicans. Now he finds himself in the role of defender which is not as easy as the critic's job. Michealson has his time fully occupied these days in checking the sabotage campaign on the same plane on which he won his spurs. This seasoned propagandist has many advantages over his G. O. P. rivals for he has an unlimited amount of money back of him. The Republicans, alas, have a shortage of strong Presidential timber and relatively little campaign funds.

Though many new federal agencies created by the last session of Congress are in a quandary as to funds, there is no limit upon the demands of the office seekers. Because the Long filibuster prevented authorization for these groups, the National Labor Relations Board, the Social Security Commission and other outfits cannot recruit a large personnel. The Labor Board, established last year, had some money in the sock but not sufficient to embark on a grand scale as contemplated in the bill adding to its powers. Only routine activities will be authorized by the skeleton organizations now set up to administer the new statutes. The Social Security Commission has a wealth of statistical material garnered in advocacy of the measure. Other agencies starting from scratch must be content to go through the motions of working until Congress rushes through the necessary money next January. The absence of Congress has not retarded the appeals of those seeking jobs on the government payroll.

The average person leaving for a trip has no idea of the details required to steer a Presidential party across the country. Advance agents of the Secret Service are handicapped in making preliminary arrangements for Mr. Roosevelt's forthcoming visit to various states. They do not know just where he will go or how long he will stay. Whenever the chief executive makes up his mind, it will be the duty of the advance man to confer with police chiefs, railroad officials, hotel managers and chefs. Everything is handled with clock-like precision. The politicians are worried, also, as they want to know where the President will stop and what he will say in their balliwicks.



Weekly Quiz

- 1. In what year was the St. Bartholomew Day massacre in Paris?
2. Who is the President of France?
3. How much is a link, lineal measure?
4. Which is President Roosevelt's native state?
5. What is a rasp?
6. Who was the fourth president of the United States?
7. Where is Furman University?
8. What is a hectogram?
9. When was the Smithsonian Institution at Washington established?
10. Where are the two recruiting depots of the U. S. Marine Corps?

- 11. Who is attorney general of U. S.?
12. What is a zither?
(Continued on page 8)

Automobile Burned Sunday Afternoon

The Dodge coupe belonging to O. B. Hart turned over Sunday afternoon and was quickly enveloped in flames as gasoline spilled over the hot exhaust pipe. Mr. Hart was on his way to his home at Clear Lake late in the afternoon. A rear tire blew out, causing him to lose control of his machine temporarily. It ran into a ditch and tilted to one side. A five gallon can of gasoline in the rear carrier was upset, spilled over the hot pipe, and the car burst into flames. Mr. Hart was unharmed.

Funeral Held For Accident Victim

Funeral services for little Mary Inez Willets, 3-year-old daughter of Mr. and Mrs. Edgar Willets of Winnabow, were held Wednesday afternoon at 3 o'clock in the Mill Creek cemetery with the Rev. Wescott in charge. Pallbearers were: L. J. Hahn, J. A. Eichorn, Jack Cook and R. Kincaid. The child died Tuesday afternoon from injuries sustained in an automobile accident which occurred on the Wilmington highway near Jackie's creek bridge. In addition to her parents, the child is survived by two sisters, Alene and Blennie, and two brothers, Harry Smith of Winnabow and Aubrey Smith of Sampson county.

Large advertisement for The State Port Pilot featuring the text 'ONLY... \$1 SENDS The State Port Pilot' and a coupon for a dollar bill.