

### LEGION OFFICERS TO BE INSTALLED

(Continued from page 1.)  
The county are urged to be present as plans for the year's work will be mapped out at this meeting.

John T. Reid, of Winnabow, is the present commander and he will be succeeded by Robert C. St. George.

### SEPTEMBER TERM SUPERIOR COURT CLOSED FRIDAY

(Continued from page 1.)  
pany; Spaulding vs Parker; James McMillan vs D. L. Gore; North Carolina Corporation Commission vs Bank of Southport; R. Galloway vs State Highway Commission; Elvington vs Grove; L. A. Wingate vs Joe High et al.; David Bryant vs L. B. Clemmons; Mollie Hewett vs Rollie Hewett; Gladys McCoy vs J. J. McCoy; Nellie Chenniss vs Wilmington Savings and Trust Company; D. Y. McGee vs Riley and Ruby Clemmons; Nitrate Agency Company vs H. O. Patterson; M. N. Northrop vs Southern Dixie Life Insurance Company; Russell Belamy vs Brunswick County Board of Education.

### Answers To Quiz Found On Page 2.

1. In 1572.
2. Albert Lebrun.
3. 7192 inches.
4. New York.
5. A rough file.
6. James Madison.
7. Greenville, S. C.
8. A little over three pounds.
9. In 1846.
10. Paris Island, S. C., and San Diego, Cal.
11. Homer S. Cummings.
12. A stringed musical instrument.

### WHITEVILLE MADE RECORD BREAKING SALES LAST WEEK

(Continued from page one)  
Tuesday, a day when rain fall was incessant, 704,282 pounds of the leaf was sold to bring the total sales of the market through that day to 14,518,602 or 2,374,129 pounds more than was sold all last year. It is expected that enough tobacco will be brought here by Friday to bring the market's total poundage to 16,000,000 or more by the end of this week. This phenomenal gain is the greatest shown by any of the Border Belt's big markets and it is a splendid testimonial to the tobaccoists of Whiteville. It is useless to say that the rapid growth of the market can be accounted for only by the high prices that have prevailed every since opening day . . . high prices that have been paid for every type of tobacco offered since sales started, and prices that have been consistently high on every day of the week. Every large manufacturer of tobacco products in the world and every large independent dealer in the world is represented on the Whiteville market this year and it seems as if each and every one of these buying companies is eager for the tobacco that has been carried here. Competition has been keen all season, and it can be said that satisfaction has been prevalent among the growers who have sold here every since the market's opening.

Through Friday of last week there was only a difference of \$2.14 in the average price the grower was paid last year and the price he is receiving this year. Monday's and Tuesday's prices were reported to be as high as have been paid at any time during the season and the market's average at the close of the week will be close to last year's figure than it was last week.

### TEN PASSENGERS FROM THE ILL-FATED DIXIE LANDED AT SOUTHPORT

(Continued from page 1.)  
Silvia, of Baton Rouge, La. He is in the retail shoe business. Misses Josephine and Ann Anglin, New York City school teachers.

Robert E. Welsh, 17-year-old nephew of the Misses Anglin. Mrs. Hilda Weiss, wife of a Brooklyn silk merchant. Captain Penderson said the first call for help from the Dixie came Monday midnight and the tanker was then 35 miles away. It was bound from Port Arthur, Texas, to Wilmington at that time. He immediately started to the liner and obtained its position about 6 o'clock Tuesday morning and started standing by. Other vessels steamed to the rescue and by Wednesday afternoon the sea had calmed enough to take passengers off the grounded craft. The Reaper sent two boats at 1:40 o'clock and one of them, in charge of Officer Jacobson, was the second of all craft to the Dixie. The first was a coast guard boat. The women were calm as they boarded the tanker and everyone was given a warm meal. "They have been the nicest

passengers we have ever had," the captain stated.

It was also learned that the Reaper was the first ship to answer the Dixie's SOS. Operator Payne said he had retired but was awakened by the startling three dots, three dashes and three dots of the distress signal. He returned to his instruments and copied: "SOS Steamer Dixie. Aground on Carysford reef. Two hundred and sixty passengers and 115 crew. Need assistance." The Reaper's captain was notified immediately and headed for the Dixie. Operator Payne stood by his set for the next four hours.

After picking up the survivors the Reaper turned north. It was first thought that she would not arrive until Saturday but Friday morning Mr. Curtis was notified at Wilmington she would appear off the Cape Fear bar at 5:00 o'clock in the afternoon. The terminal superintendent, after making arrangements to have the passengers taken to Wilmington, came here in the afternoon and obtained the pilot boat, with Captain I. B. Bussells and Engineer Harry Weeks in charge. It sped over the choppy bar and met the tanker several miles at sea at 5:50 o'clock. Captain J. I. Davis was the first over the side of the Reaper and he piloted her into the harbor shortly before 7:30 o'clock and was met by a patrol boat from the Oak Island coast guard station, in charge of Officer G. B. O'Neal. It was but a matter of a few minutes to gather up the passengers.

Passengers from the Dixie spent Friday night in Wilmington and departed Saturday for their respective homes.

### MUST APPLY FOR DRIVERS LICENSE

(Continued from page one)  
fice of the clerk of court. These forms must be filled out and sworn to before a notary public or member of the State Highway Patrol, whose personnel has been authorized to sign applications without charge.

High lights of the North Carolina Driver's License Law are: No person except those expressly exempt shall operate a motor vehicle in this state unless such person upon application has been licensed as an operator or chauffeur by the Department.

The law provides for the following named two classes of licenses for drivers of motor vehicles: (a) Operator's license (b) Chauffeur license.

An operator of a motor vehicle includes all persons—men and women—that do not have a Chauffeur's license and who drives a motor vehicle on the public streets and highways. Such licenses are issued without cost up to November 1st, 1935. After that date a fee of \$1 is charged. Such licenses are not renewed annually but remain in effect until suspended, revoked, or cancelled.

A chauffeur is a person who is employed for the principal purpose of operating a motor vehicle to carry persons or property and includes all classes of deliver motor vehicles except school buses. There is an annual fee of \$2 for a chauffeur's license which must be renewed annually on June 30 of each year.

The following are exempt from obtaining a driver's license: (a) U. S. Army, Navy and Marine Corps. (b) Persons temporarily driving road machines, farm tractors or other implements of husbandry. (c) Non-resident operator to who a license from another state has been issued and who is over 16 years of age. (d) Non-resident chauffeur to who a license has been issued from another state and who is over 18 years of age. (e) Any non-resi-

dent who is 18 years old from another state that does not issue a driver's license may be permitted to operate for a period of 90 days provided the vehicle which he is driving is duly registered in his home state.

The following classifications of persons are not permitted under the law to be licensed: (a) A person whose license has been revoked, suspended or cancelled until expiration of one year after suspension, revocation or cancellation. (b) A person who is a habitual drunkard, or addicted to the use of narcotics. (c) A person who is insane or feeble minded. (d) A person who is afflicted with or suffering from physical or mental disability or disease as will serve to prevent such a person from exercising reasonable control over a motor vehicle while operating same on the highway. (e) A person who is unable to understand highway warnings or direction signs. (f) A chauffeur for driving a public passenger carrying vehicle who is under 21 years of age.

Special requirements are: (a) All applications of persons between the ages of 16 and 18 years shall be signed by one or both parents, or guardians or employer. (b) A licensed operator or chauffeur may be permitted to instruct a person who is more than 16 years of age during daylight hours, provided the instructor is within reach of the controls and shall be responsible for the operation of the vehicle.

### SHALLOTTE YOUTH IS GOOD SOLDIER

(Continued from page 1)

gently performed his task as Chief Cartoonist of the DAILY SPASM. He is a boy whom we have not had the opportunity to see much, as he has been doing most of the work away from the office and bringing it in here. We were very glad to have him with us, and he has had much to do with stabilizing the paper and keeping the high standard which we set in the beginning of camp. We sincerely hope he returns to camp in the years to come, to assist in the publication of the daily paper in order that the precedent we think we have set will be extended over the years. Thank you many times, Holmes, and we can extend nothing but the best of wishes for you in the future."

### MANY PROJECTS FOR THE COUNTY

(Continued from page one.)

ject.  
Projects were submitted for the erection of community buildings at Southport, Leland, Shallotte and Bolivia.  
Another project calls for the erection of 8 colored schools in this county and still another for moving the old white school from Southport for the erection of a 3-room colored school at Royal Oak.  
There was a project for making two-room additions to the Shallotte and Waccamaw school buildings and there was a project to rebuild the sewage disposal system at the Waccamaw school.  
Plans for the beautification of Franklin square and the beginning of a municipal cemetery in

Southport were also approved.  
The project for the beautification of the waterfront fell through because the property is owned by private individuals.

### RESETTLEMENT TO ASSIST FARM FAMILIES IN N. C.

(Continued from page six.)  
has been optioned by the Federal government, with the purpose of converting this land once again to its highest uses and then assisting the population to move into better orientation with other natural resources.

"The second type of farm family which furnishes candidates for resettlement is the farm-tenant class. At least ten per cent of these tenant families are potential candidates for resettlement. They are, in a great many cases, among the best farmers of the nation, but they have been caught in an economic arrangement from which they cannot extricate themselves without assistance. The Resettlement Administration should create opportunities for independence and security for the best of these tenant families.

"The third type of client, young couples just starting out in life, had they lived three generations ago, would have moved westward. Had they been born one generation earlier, they would probably have moved to the city with the great tide that was flowing in our industrial expansion. Now they find themselves a stranded couple, out of time, with practically no alternative except to start as hired servants or tenants, or, in many cases, with even this door of opportunity closed. It is proposed to create a new type of frontier into which these young married couples

can go. It will not be a new geographic frontier, but it will be a frontier of farm independence, made possible by the fact that the resettlement administration, while moving families off sub-marginal land and assisting farm-tenant families, or graduating them into ownership, has not overlooked the young couples who are also seeking to be farmers and who have every right to find their opportunity in that field.

"Rehabilitation families constitute the fourth class from which to select resettlement families. These are now farming under the guidance of the resettlement administration. Many of them are expected to prove their merit and efficiency and by this test may be accepted in the resettlement program.

"The resettlement program is an attempt on the part of an agency of government to create new opportunities in rural areas.

"Farmers from these groups who desire to be accepted for this program should apply to the county agent of the agricultural extension service, or to the county representative of the Resettlement Administration. Those who have failed to qualify for aid from the farm credit administration, or who are threatened with foreclosure and eviction, are considered especially eligible. However, eligibility does not necessarily mean that the applicant will be accepted.

"The local representative of the Resettlement Administration, and his county agricultural or home demonstration agent, will sit down with the applicant and help him to work out a plan for acquiring and operating his land.

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MY EXPERIENCE SHOWS THAT CAMELS ARE SO MILD THEY DON'T AFFECT MY WIND AND ENDURANCE, AND CAMELS GIVE MY ENERGY A LIFT

I GET A LIFT WITH A CAMEL TOO. CAMELS EASE THE STRAIN, CHEER ME UP WHENEVER I FEEL TIRED OR LISTLESS

SO MILD! YOU CAN SMOKE ALL YOU WANT

MEL OTT Famous Baseball Star

HOTEL MANAGER James H. McCabe

**CAMELS** Costlier Tobaccos!

A county advisory committee will pass on the plan and determine whether it gives reasonable assurance of success. If he is accepted, the applicant will be advanced funds with which to carry out the plan, and give guidance as he needs and to carry the plan through to completion."

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