

THE STATE PORT PILOT
Southport, N. C.

PUBLISHED EVERY WEDNESDAY

JAMES M. HARPER, JR., Editor

Entered as second-class matter April 20, 1928, at the Post Office at Southport, N. C., under the act of March 3, 1879.

Subscription Rates

ONE YEAR	\$1.50
SIX MONTHS	1.00
THREE MONTHS	.75



Wednesday, October 16, 1935

Anyway, a prize fighter does have his ups and downs.

When a man thinks that no one can take his place, it usually is not long before some one does take it.

Then again when a fellow gets back on his feet it might be because he doesn't have a pair of shoes.

Anybody will agree with you that the "pay-as-you-go" plan works fine so long as you're going to stay at home.

Everybody seems to know that there's a war between Italy and Ethiopia but Mussolini—to hear him tell it.

It is just as far from the top to the bottom as it is from the bottom to the top, but you skid faster than you can climb.

Some parents are so busy teaching their children discipline that they lose sight of the fact that the same results may be obtained through love and respect.

We wonder if it takes as long to pin up a new shirt at the factory as it takes us to unpin one before we wear it the first time.

Millions of people in the United States now being educated to believe that someone owes them a living are going to be greatly disappointed when they discover that nature doesn't recognize that theory.

If the tall weeds and bushes, which grow on the inside of the curve which the Wilmington highway makes at the Sawdust Trail intersection, were cut it might prevent a serious accident caused by this blind corner.

Congratulations

We extend our congratulations to the members of the staff of The Wilmington Star-News for their fine 82-page Progress Edition which was issued Sunday, two days prior to the formal opening of their new home in the Murchison Bank building.

The special edition was filled with information of interest to citizens of the entire lower Cape Fear section of North Carolina and many copies no doubt will be carefully preserved for future reference.

The new building occupied by the two Wilmington newspapers represents the last word in modern convenience and these quarters are unsurpassed by any North Carolina newspaper.

The Wilmington Star serves a wide territory and we wish the owners every success in their effort to give the citizens of this section of the state a better newspaper.

Farmers Co-operatives

During the past six years, there have been many efforts in the name of farm relief.

Some of them have failed. Some have been partially successful. Some are still being weighed in the balance of achievement. But one of the efforts, at least, seems to have been entirely worthwhile—that of promoting farmer-owned and farmer-controlled agricultural co-operative associations.

Government assistance was not responsible for the creation of the principal co-ops. It has, however, done much to accelerate their growth, and to increase the scope and effectiveness of their work. That work constitutes one of the brightest pages in the unwritten history of American farming. Each year has seen

steady increases in the number of farmers enrolled in co-ops—and in the volume of goods of all kinds handled by the co-ops. Each year has seen definite progress toward establishing a closer relationship between supply and demand, and toward obtaining for the farmer a fairer share of the final selling price of what he produces. This represents real and permanent achievement that promises great results for the future.

High Cost Of Living

The high cost of food has become a center of controversy throughout the nation. At the height of depression, which occurred in the late summer of 1932, foods were almost unbelievably cheap. Thereafter a slow and natural rise set in, until, in the late summer of 1933, foods were higher than in the preceding year, but were still very cheap. In the year following the rise continued slowly—and then went into a zoom. At the present time, while foods are still a little cheaper than in the years immediately preceding 1929, their prices are so much above the depression level that the American housewife is beginning to complain in no uncertain terms. Today she must pay \$1.59 for what she could have bought for \$1.05 two years ago.

While there may be some justice in the complaint of the city housewife who has seen her food bills skyrocket, residents of the rural sections should be, for the most part, independent of the higher prices. Summer and winter gardens, canned fruits and vegetables, home grown pork, dairy and poultry products just about round out the food needs of the average rural family.

If it so happens that home supply does not meet the requirements of home demand, nothing will bring about a balanced farming program any quicker than the rising prices of food.

Caretaker Needed

The unkept, run-down appearance of the grounds about Fort Johnson has caused considerable concern recently to civic minded citizens of Southport.

The garrison and the grounds about it has been for a number of years the chief center of interest for visitors here. While in charge of the War Department the property was maintained in good repair and the appearance of the grounds was attractive at all times. Several weeks ago this property was turned over to the Bureau of Lighthouses. Since that time the building has been unoccupied and grass and weeds have been allowed to grow unmolested.

We hope that this apparent neglect was only during the period that the transfer was being made and that when the Bureau of Lighthouses actually begins to use the building the entire property will continue to be, as it has been, the show place of Southport.

Not Much Time Left

Attention of Brunswick county motorists is called to the fact that only a short time remains in which to secure a driver's license without cost. If application is made before November 1st, there will be no charge. Licenses granted after that date will be issued at a cost of \$1.00 each.

A law passed during the last session of the North Carolina Legislature makes it compulsory that all operators of motor vehicles secure a driver's license. There are two classes of licenses, for civilian drivers and for chauffeurs. This latter group includes all persons who are employed for the principal purpose of operating a motor vehicle to carry persons or property.

The only ones exempt from obtaining a driver's license are: Drivers of motor vehicles owned by the U. S. Army, Marine or Navy Corps; persons temporarily driving road machines, farm tractors, etc.; non-resident operator to whom a license from another state has been issued and who is over 16-years-of-age; non-resident chauffeur to whom a license has been issued from another state and who is over 18-years-of-age; any other non-resident over 18-years-of-age who is from a state that does not issue driver's licenses, provided his vehicle is duly registered in his home state.

If you haven't already done so, write today for your license and help complete the records of the Highway Safety Division of the Department of Revenue.

WASHINGTON LETTER

Washington, Oct. 16.—Thunder across the seas continues to reverberate through business, finance, agriculture and diplomacy. Harkening back to pre-war days of 1916 brings the recollection that a single incident may be magnified into a burning international issue. The traditional policy of protecting American lives and property in war zones may provoke a quick departure from the prevailing policies of isolation. Some observers believe that modification or abandonment of the present neutrality policy would be a signal for a rapid rise from the depression with all the excitement of war-boom prices and wages.

Reports reaching government officials are to the effect that speculators acting under the war influence are making heavy advance purchases. Efforts of agitators and foreign government to draw this country into a strong intervention position have been blocked for a spell, but it is a question of how long the unruffled attitude can be maintained.

The situation within our borders is equally complicated. It is reliably reported that billions of private capital is kept aloof from useful purposes because of continued political uncertainty. Leaders of industry were not at all convinced of the broad hit of a "breathing spell" from new and novel governmental regulatory measures as publicized in the Roosevelt-Hoover Howard letters early in September. Recent developments within Administration circles have buttressed the suspicion that the intermission is nothing more than a chance to draft additional recovery measures contemplating legislative strait-jackets for industry and finance.

The call for a conference sent out to 5,000 selected spokesmen for management and labor under the auspices of the skeletonized remnant of NRA is considered, in many quarters, as a direct repudiation of the assurances given in President Roosevelt's letter to Publisher Howard to the effect that business would be allowed to proceed in orderly fashion without fear of a government bludgeon. The sophisticated view is founded on well-defined information that the Administration will use this meeting in the light of a ratification for reviving NRA and circumvent the ban of the Supreme Court in the noted Schechter poultry case. Major George Berry, newly appointed NRA chief, is a veteran labor leader who collaborated with the White House since the inception of the Blue Eagle idea. The NRA chieftain has political ambitions ranging from the Vice-Presidential nomination to the presidency of the American Federation of Labor. Therefore, his tactics in attempting to revitalize the NRA are subjected to close scrutiny not alone from employers, but within trade union ranks. If the reaction against this Berry rally is sufficiently vocal the chances are that a general assembly may be called off. It is reported that a definite plan for a revised NRA is already held in secret files.

Politically-minded labor leaders and industrialists are endeavoring to weigh the import of Secretary of Labor Perkins' speech before the annual convention of the American Federation of Labor. Unionists are worried at the hint of a new trend in which the Administration may ask them to assume a larger share of responsibility in exchange for encouraging labor legislation approved by the New Deal. Changes in the relationship with the Federal government are anticipated as an outgrowth of the Cabinet officials contention, "If labor's rights are defined by law and by government, then certain obligations will, of course, be expected of wage earners." This utterance foreshadows a limitation to the freedom from responsibility which legislation has given the organized labor groups. The thought of compulsory arbitration is not palatable to unionists who use the strike as a weapon to force bargains.

Surveys showing bumper crops has inflamed consumer groups against the rising tide of prices for essential foodstuffs and other commodities. The Federal agencies leading with farm products in particular are trying to beat down the charge that increased living costs are attributable to artificial formulas. The Agricultural Adjustment Administration has been under the heaviest fire and are expected to make good their promise to suspend crop-control policies if prices continue to sky-rocket. While many farmers are happy in receiving direct bounties from the Federal government, the non-benefit class feels that the consumer resentment is unfair. Marked changes in crop limitation plans are forecast for the next session of Congress.

Full-up



Another warning to state and local government that they can no longer lean on the central government's shoulder in financing relief has been sounded by Frank C. Walker, director of the National Emergency Council. Walker, a close adviser to the President, has stated that it is

"not the function of the Federal Government to take upon itself the responsibility of relief for human needs." Relief officials here know full well that it will require strong-arm methods to force the local agencies to take up the burden. And, the problem is loaded with political implica-

tions which figured prominently in formulating policies of cooperation from Washington.

Some people believe so strongly in the pursuit of happiness that they make themselves miserable trying to get more out of life than there is in it.

Newspaper Prestige

(By ARTHUR BRISBANE)

NEWSPAPERS in Pennsylvania, 265 of them, are celebrating "press prestige" this week. Governor Earle tells the editors, presumably shivering with delight and surprise, about "the important part that newspapers play in the lives of our people." It is as important as the part played by the people's eyes and ears, and might be taken for granted by now.

Napoleon knew about it when he said that, if he allowed freedom of the press, his power would not last six weeks. Stalin, Hitler and Mussolini could make speeches about it.

The newspaper is a mirror in which the public sees itself, the newspaper's owner and the civilization of the moment. Interesting reflection of that civilization may appear soon in dispatches from Ethiopia and from London in case Mussolini should send his first 500 airplanes in the direction of Buckingham palace, the House of Commons, Downing street and the Bank of England, with the message: "What do you think of explosive and mustard gas sanctions?"

The pathetic thing in journalism, as in politics, is the lack of names that the people know. Millions of Americans read newspapers with no faintest conception as to the character of the man whose newspaper they head. It might be called "ANONYMOUS NONENTITY." There are exceptions.

The most important and influential newspaper by far, in proportion to circulation, is the so-called "country newspaper," smaller dailies and weeklies.

Their readers know who runs them, and those readers, not living in city apartments, with a can-opener, buy everything from the paint on the roof to the cement in the cellar floor, from the piano and radio in the sitting room to the car in the garage.

The State Port Pilot

"YOUR COUNTY NEWSPAPER"

Southport, North Carolina