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We know of no satisfactory way in which to completely dispose of an old wire fence.

The latest title for the local CCC camp is "Camp Sapona, the West Point of the CCC."

We don't see how a father who spends much time hunting can very well refuse to let his kid have some firecrackers for Christmas.

You can save time and money when doing your Christmas shopping if you will read the advertisements in The State Port Pilot before you leave home.

"Better Off Dead"

The nation is beginning to realize the horror of automobile deaths that reached a total of 35,000 last year. Not so well realized, but perhaps even more horrible, is the situation of those who were involved in automobile crashes, were not killed—but would be better off if they had been.

Their ghastly plight has been described in a new booklet by J. C. Furnas, author of the famed "—And Sudden Death," entitled "Better Off Dead." Here is an excerpt:

"They weren't doing more than 45 around a slight curve. But centrifugal pull had dragged them a couple of feet of the wrong side of the white line . . . one of those semi-headon, angling crashes . . . Two passengers, bleeding, unconscious, were loaded into the ambulance. They were on the point of driving away when the policeman discovered the third.

"He was doubled up like a broken stick and thrust halfway through the narrow back window of the wreck, his head between his knees. They didn't dare try to unbend him till they reached the hospital. He was still alive and conscious. He had proved that by stealing the policeman's gun and trying to shoot himself.

"The spine was snapped clean, bent at an acute angle, and the bare end protruded from a rent in the skin like the stump of a horrible, bony tail.

"Thanks to the doctors that man is still alive . . . He has been operated on 25 times. He is always in acute pain and paralyzed from the waist down."

Too horrible, too nauseating for print? Perhaps it is—but it's the truth. And it doesn't describe an isolated example. Thousands of people have emerged from automobile accidents to become helpless, pain-ridden cripples all their lives. They live on to remind us of the awful price we pay for speed, for recklessness, for incompetence at the wheel. Yet their agonies will not be entirely in vain if they teach the lessons that will save us from becoming members of that tragic legion who would be "Better Off Dead."

Southport Shrimp

If all the shrimp that are caught by the fishermen of the local plant of the North Carolina Fisheries, Inc., this winter were used for an educational program to cultivate a demand for this seafood product in North Carolina, the Southport plant could run full blast next season without one complaint from the independent dealers that the co-operative was in competition with them.

Opened on October 7 for the avowed purpose of creating and supplying a new demand for shrimp, officials of the local plant after the first week were forced to resort to the old methods of packing and shipping green shrimp to northern markets. The sales organization of the North Carolina Fisheries, Inc., had failed to provide the promised markets within the

state.

Independent dealers began at once to complain that the co-operative was nothing more than a government financed organization operating in competition with private business. No later than last week, announcement was made by a Charlotte attorney that he, as representative of more than a hundred North Carolina fishermen, would seek an injunction against the North Carolina Fisheries, Inc.

We are taking no sides in this argument between the independent dealers and the co-operative group. The thing that we are interested in is a plan that will eliminate friction during the coming year.

The reason that there was no demand for shrimp in North Carolina this fall is because at least 85 per cent of the citizens of the state never saw a shrimp in their life. Even fewer people know that they are one of the most delicious of all seafood products. Practically none of the residents of the central and piedmont sections of the state know that the shrimp caught in Southport can be delivered to them, fresh and ready to serve, at a price that will allow them to be a part of the diet of the average family.

During the first week that the local plant was in operation a large quantity of shrimp were cooked, peeled and packed into gallon cans. These cans were shipped in refrigerator trucks to various points in the state and delivered to dealers, to be shown in refrigerated show cases for the convenience of the retail trade. The big trouble lay in the fact that too few housewives were familiar with the delicious food value of this product, and the first shipment of these prepared shrimp was the last.

While local catches during the next few months will not be large, some shrimp will be caught all along. These can be prepared at the Southport plant and used for demonstrations in towns and cities in North Carolina to show members of Women's Clubs and other organizations the many ways in which shrimp may be served as a practical food. These demonstrations could easily be arranged. Few organizations would turn down the prospect of a free seafood refreshment course, together with a short talk about North Carolina shrimp—where and how they are caught and prepared. Once they had learned how good Southport shrimp really are and how easy they are to serve, members would become regular customers of merchants who sold fresh shrimp, ready to serve, at economical prices.

The expense of this educational campaign might seem to be prohibitive, but the North Carolina Fisheries, Inc., is no temporary organization. Any program that will provide a North Carolina demand for Southport shrimp will surely be worth the investment.

Fire Hazards

Have you ever had a serious fire on your property? The chances are that you haven't, but you are lucky.

The fact that you haven't suffered directly from fire loss shouldn't give you a false sense of security. A fire, like anything else, has to happen a first time. And the property owner who disregards warnings concerning fire hazards, thinking that such matters may affect others but not him, is all set for that "first time".

Unless your home is different from the average, it contains a long list of fire hazards. Remember that old furniture, those ancient magazines and clothes you've been putting in the attic little by little for many years? They offer a constant invitation to fire, no less than the nest of a real pack-rat. And the accumulations of greasy rags or refuse in the basement or garage—what more could the force of spontaneous combustion want to get in its work? And those electrical repairs you made yourself in order to save the few dollars an expert electrician would have charged to do the job properly. Perhaps you don't know that electrical hazards are one of the most prolific sources of fire. And that heating plant that is going full blast these first days of winter unless it has been recently inspected and overhauled, it is one of the fire demon's best allies.

Almost every fire hazard can be eliminated; furthermore, it can be eliminated quickly, easily and cheaply. Some of the most dangerous hazards, such as improperly stored inflammables and piles of rubbish, can be done away with entirely without cost. Doing that may save lives and irreplaceable property.

WASHINGTON LETTER

Washington, Dec. 18.—It has been abundantly exemplified that Federal agencies operating under the last batch of laws passed by Congress will proceed slowly for several weeks. The numerous court challenges have impressed even the zealous proponents of a new social and economic order that judicial interpretations are more important than writing and lobbying measures through the legislative channels. This attitude accounts, in no small measure, for the caution and care exercised by enforcement agencies like the Society Security Board and the National Labor Relations Board which are promulgating regulations and procedure. Of course, political factors figure prominently in this new trend as veteran party chieftains advocate policies which will encourage and stimulate recovery rather than those which may inflame and repress. Expansion of business volume before the elections is vital to the men and women who must rustle voters into a favorable frame of mind.

A tricky problem has been laid in the laps of a Congressional group. The demand for an approximate equilibrium between government expenses and income continues to increase. If current talk is met with moves toward economy it will signal the stoppage of the golden cornucopia from which bounties and other government gifts have flowed for two or more years. The House Appropriations Committee is sitting daily in an effort to revise governmental spending policies which will be acceptable to the Congress. Some committee members go about the task with a feeling of futility. There are so many requests for money from the multitude of Federal spending agencies that it is hard to reconcile economy to the insistent demands. The mounting totals of expenditures and public indebtedness are provoking uneasiness among sober-minded officials. A definite policy of curtailment will be held up pending a definition of government policy in the President's budget message to the Congress next month.

Foiled in an effort to obtain an effective industrial council as a substitute for the NRA, the Administration is reported training heavy guns on Congress for the enactment of the Walsh bill which requires a form of governmental regulation of industries selling supplies to the Federal agencies. The bill has passed the Senate but was blocked in the House at the last session. Several changes are forecast when the House considers the bill again for organized labor will press hard for a maximum week of 30 hours instead of the 36 or 40 hour provision in the measure as it came from the Senate. When you consider that government purchases relate not alone to the Federal branch but to states and municipalities which may have borrowed government funds for relief purposes, the scope of the Walsh bill is unlimited in its regulatory powers.

In an observer's notebook will be found a report that the Administration is happy at the outcome of the President's visit to the American Farm Bureau Federation in Chicago last week. Instead of a blast, nothing was said in the formal resolution about the effect of the Canadian treaty on agriculture. The White House is counting heavily on the power of Ed O'Neil, a Roosevelt follower and the Federation chief, to keep the rebel element in line until after the elections in which the farm policies will play an important role. Mr. Roosevelt has been asked to clarify the New Deal's position relative to shipping subsidies. His advisers have recommended a direct subsidy to the American Merchant Marine instead of mail contract aid. Others have urged a measure to effect the consolidation of all Federal agencies dealing with transportation. They argue that this unification is essential to straighten out the tangle between competitive systems of transport. The Treasury has been informed that bankers are watching inflation tendencies not so much in its immediate effect but more with a view to the long-range planning. Western legislators are coming to town armed with suggestions for changes in the government's silver policies as an outgrowth of disturbances in the world demand for this product.

Back of the annual report issued by the Bureau of Narcotics are thrilling true-life stories of "dope rings" and smugglers. The formal report disposes of hair-raising raids as routine matters handled in line of duty. Rigid enforcement of narcotic laws is shown in the official statements to the effect that smuggling and sale of crude and prepared opium has been checked although the price in the illicit traffic remains

The Spirit of Christmas



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stable. Seizures of codeine increased during the last year as it is a substitute for morphine used by dope victims. Government agents easily identify users of codeine as it leaves a "cement arm" or hard lumps which form at the point of injection. Contrary to prevailing opinion, dope

smugglers are not as active on the West Coast as around Eastern ports. Smugglers are utilizing Central American and West Indian Islands as a base for the illicit traffic.

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When he told his parents he had secured a job at the blacksmith shop, they laughed and said:

"You surely don't mean to tell us that a little fellow like you can shoe horses." "No," said the boy, but I can shoo flies."

WHEN SHOPPING MENTION THE PILOT



Shop Early

THE best way to make Christmas shopping easy and economical is to buy from the ads in The STATE PORT PILOT now. Stores with a reputation offer the pick of world markets through this newspaper. Buy from the stores which advertise in this paper and you will be certain of value for every cent you spend—sure of quality in the items you buy

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