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Some people don't tell what they know, while other people tell what they don't know.

The year 1936 may be a break for the girls, but for the pedestrian it is just another leap year.

Those who get something for nothing usually come back for another supply on the same terms.

While safety slogans will help in making our streets and roads safer, we are going to have to go much farther than that.

The season is at hand when we shall see some of our most esteemed citizens and some not so highly esteemed either "viewing with alarm" or "pointing with pride."

Not So Far Back

Brunswick County farmers who are inclined to be discouraged over the fact that they are far behind in their schedule of farm work should consider the plight of farmers in other sections of North Carolina.

Because of the extreme cold, the ice and the snow the month of January was almost a complete loss to local farmers so far as making preparations for a crop is concerned. Early spring plowing just hasn't been started, and many farmers haven't been able to prepare and sow their tobacco plant beds.

As a usual thing, though, when the weather is bad down here in our county, it is worse further up-state. Our one snow for the winter has been matched with six over the greater part of North Carolina.

When a break comes in the weather, Brunswick county farmers will be the first to have a chance to take advantage of it, and while there seems to be a good prospect for a late spring, Brunswick county farmers will have at least a two-weeks start on those in other sections.

Burning The Woods

Many landowners in this county have recently been taking advantage of the wet weather to burn the dead grass and underbrush on their timber tracts.

In commenting the other day upon this practice, County Fire Warden Dawson Jones said that this is the best time of year for this work. He also gave certain valuable instructions which appear elsewhere in today's Pilot, for making this burning as safe as possible.

We are curious about this business of burning over timber areas each year. We asked the fire warden if it is a wise practice.

"It doesn't hurt the timber," he told us, "but it isn't necessary to burn every year to keep down undergrowth; and annual burning destroys food and cover for game. Leaves and pine straw are a valuable source of fertility for growing trees, and burning destroys much of that value."

"Burning often enough to keep down thick undergrowth is of great assistance in some sections," Warden Jones continued, "but landowners would find it to their advantage to block off their forest area and burn only a certain portion of it each year."

Newspaper Mistakes

A newspaper editor is constantly on the spot to keep untrue statements, misspelled words and typographical errors from appearing in his newspaper. The goal for which every editor is striving is an issue entirely free of mistakes, but this worthy objective is never reached. Nor is there any use to attempt to conceal the fact that errors do find their way in-

to print, for they are there to speak for themselves.

Frank R. Kent, of the Baltimore Sun, speaking sometime ago at William and Mary College, made a striking statement of the case that may be of interest to readers:

"In no business and in no profession save that of the pure scientist," he declares "is the premium of accuracy so high, the penalty for inaccuracy so prompt and the proportion of accuracy so great. There isn't a newspaperman anywhere who does not know that, trivial though his error may be, someone will catch it. Even when it escapes the watchful editorial page, even when no one in the office picks it up, even when he himself is unaware of it, there are still the old subscribers—thousands of them—vigilant, alert, aggressive, resentful, eager to put their finger on the "break", communicate with the editor and "show up" the writer and the paper. These old subscribers, in my judgment, are by far the most valuable asset a newspaperman can have. Their militant, microscopic scrutiny is the finest possible corrective influence."

Too Hot

Strange as it may sound—the colder it gets, the hotter the firemen and insurance adjusters become! That heat, of course, is not caused by the weather; it is brought about by more work.

Statistics reveal that severe winter weather causes an epidemic of fires. It is not difficult to see why this is so. In an effort to be comfortable, people force their stoves to the limit and also use makeshift heating agencies. Under these conditions, it is natural for more fires to break out and this means more work for the fire departments and more losses for the insurance companies to adjust. Hence there is an extra amount of work for all who handle the reports and other matters incident to the claims.

If you don't want your house to become so hot that you have to park outside, you should exercise the utmost care in operating your fires—especially when the mercury drops to low temperatures. Far better to take more time for increasing the heat in the house, than to suffer a destructive fire from an overheated stove or chimney! "Forcing" a furnace is definitely dangerous.

A little time spent inspecting a heating plant is a good step, too. If, for any reason, you do not feel that absolute safety is assured, you will do well to call in a heating expert and follow his advice.

Captains Of The Road

There is an unwritten law of the sea that is followed religiously—namely, the desire to save life. Why can't we have the same high purpose on land?

Such voluntary action is always based on necessity. Life-saving in automobile traffic is now as important as life-saving in sea traffic. Such rules as the following, adhered to with sincerity, would save life a hundred-fold.

1. Before making a turn, get in traffic lane nearest desired direction.

2. The rear vision mirror is for something beside looking for traffic officers—watch cars behind you.

3. Never take chances in passing and do not crowd the right-of-way. Saving seconds is no excuse for causing one unnecessary risk of life.

4. Learn the feel of the car on the road, like the captain does his ship. Study the action of the car on the dry pavement, wet pavement, gravel road and icy road. Even the highest ability is not one hundred per cent perfect in driving.

5. Take driving seriously; you are probably no smarter than the last person whose neck was broken on a windshield. The smartest men (supposedly) meet with unfortunate disaster through gross carelessness.

Courtesy is not a sign of weakness; it is a sign of character and wisdom, and the ability to be foresighted and obliging.

The sea captain doesn't unnecessarily take chances when they can be avoided, but he willingly risks his life and his ship to prevent an accident or aid another vessel in distress. But automobile drivers willfully risk their own lives as well as the lives of others, for no good reason at all; it doesn't make sense.

If ordinary rules of common sense and courtesy were followed in driving (unwritten laws), accidents would be caused only by freak circumstances.

CAPITAL NEWS

Washington, Feb. 12.—It is pitifully true that the fashion of the day is to measure all governmental action by the political yardstick. The condition is obviously an outgrowth of an election year when individual self-interest displaces the public good. There has been plenty of preaching but little doing of a constructive nature in the halls of Congress. The sole exception was the bonus bombshell. In fact, the Congress has been in session five weeks with the sporadic meetings involving little more than a partisan gab-fest. The high-tone talk has masked weeks of inaction as strong partisans endeavored to jockey for political advantages in campaign year.

What! No Taxes?

Unbiased observers concur in the opinion that Democratic and Republican office-seekers, and the factions within these major groups, see eye-to-eye on one point only—no taxes at this session. But the real problem which confronts the solons is to justify in the public mind their marked avoidance of the vital issue. Actually, of course, new taxes at this time would jeopardize the political fortunes of the legislators. They feel so strongly on this subject that the President has been convinced that the boys on Capitol Hill owe a duty to themselves when faced with fatal reaction traceable to public resentment against all forms of high taxation.

Bias Legislation

The panicky feeling prevailing among those seeking political preferment at the polls next fall has clearly emphasized the dangers of class legislation. The bias inculcated in the legislative pattern by class interest adds to the confusion. It is an old story that a class never looks beyond its own nose and therein lies the havoc created by factions. The Federal fiscal situation is a tangled mess due to the juggling of figures in a frenzied effort to steer clear of inflationary measures and the imposition of revenue producing laws. No housewife has struggled more valiantly to ward off the butcher and the baker by last minute economies than the Administration and the lawmakers, who have spent billions with a free hand and dread the day of reckoning. Cutting down expenses necessarily involves the removal of the political favorites from government payrolls with the possibility of a howl from political bosses fearful of the backwash from the disgruntled victims of this thrifty policy.

Farm Problem

It seems that the farm problem will require a special tax assessment which eventually falls on all consumers of foodstuffs. The substitute for the A. A. A. will be rushed through at an early date so that farmers will know what they may expect from the Federal government before the spring planting season. It seems likely that the final draft will provide for the cooperation of the Federal government with the states similar to the roads building plans, which has been in effect for many years. This proposal of agricultural control was contemplated at the time the Agricultural Adjustment Act was drawn, but in the ordinary course of events it would not become operative until 1938. However, the Supreme Court decision wrecking the A. A. A. forced a stepping up of this farm plan to permit direct financing aid to favored groups. The new soil erosion control is part of the general picture which legal experts on the Democratic and Republican sides of the Capitol have voiced their doubts as to its constitutional aspects.

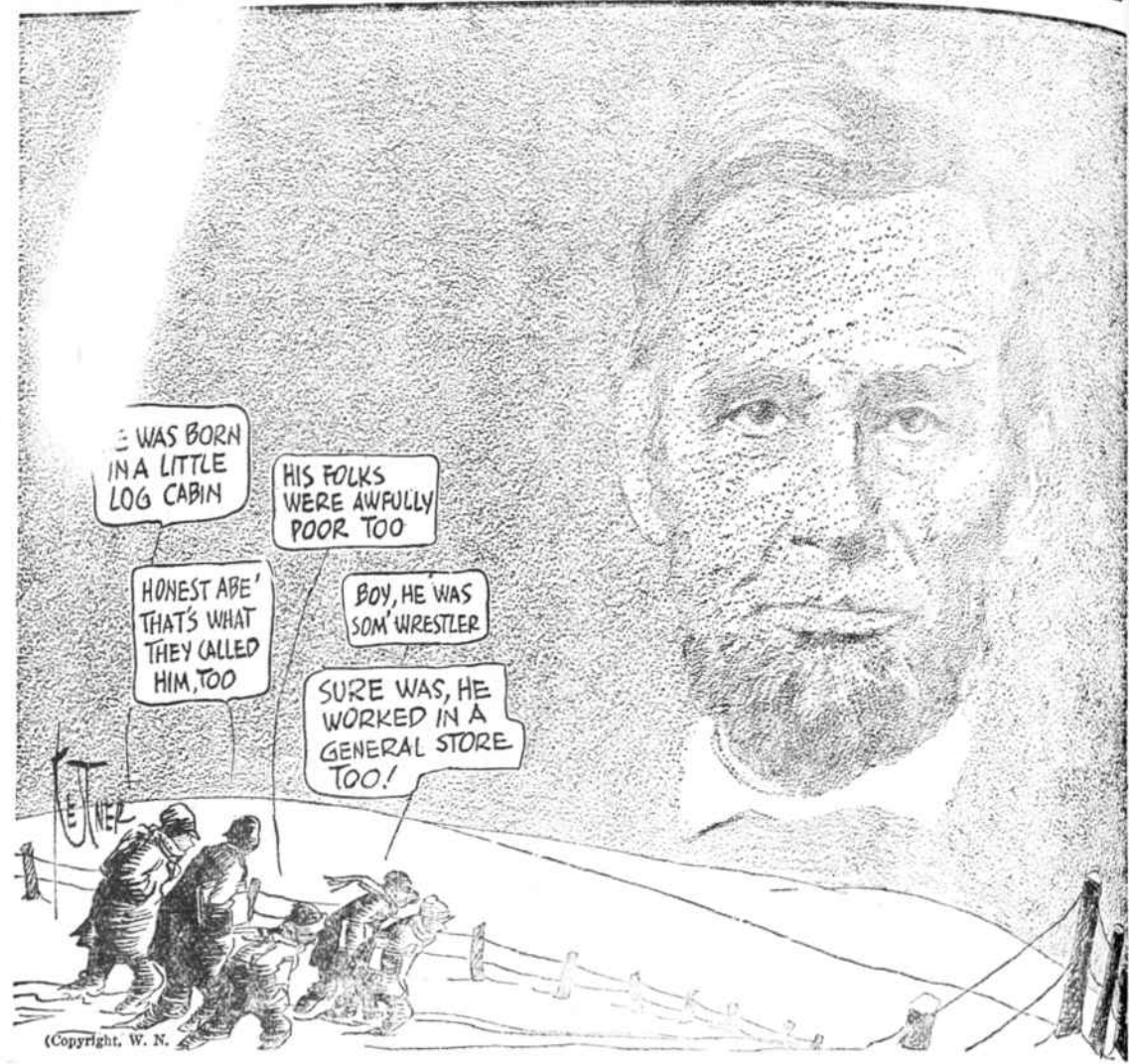
New Tax Bill

As it takes money to make the old mare go, so it is with the latest wrinkle in rural relief measures. A tax bill now under consideration attacks the revenue problem on two fronts. The first is a somewhat retaliatory effort to recover the processing taxes which the Supreme Court recently ordered returned when invalidating the ill-fated A. A. A. The objective would be accomplished by a graduated assessment on processors' income from contracts under the old A. A. A. The second idea is to invoke excise taxes similar to the processing imposition and probably extended to other agricultural products.

Relief Finance

State governments, which yelled loudly against the intrusion of central agencies at Washington, now protest a proposal to drop relief financing into their laps again. Placing the responsibility on the commonwealths for handling problems relating to the unemployed forecasts heavy state taxes with all the employed political liabilities. The decentraliza-

An Inspiration to American Youth



tion theory is one method of curtailing the Federal agencies spending orgy, but it is nothing more than passing the buck down the line to the states. The trade unionists insist that marked business recovery has not been reflected in a reduction of unemployment. Labor groups are engaged in bitter family squabbles to such an extent that their legislative program may not get to first base at this session. A house divided against itself has little political influence.

COUNTY HOME NOTES

B. C. Williams made a trip to Wilmington on Tuesday of the past week.

Mrs. G. W. Kirby, Jr., visited G. W. Kirby, Jr., on Wednesday afternoon.

Miss Veola Hewett spent Wednesday night with Miss Ruby Ludlum.

G. W. Kirby, Jr., visited friends and relatives at Southport on Thursday morning, remaining over till Friday morning.

Mrs. R. L. Johnson and Mrs. Ethel Fulwood were visitors at the home on Sunday afternoon. Mrs. G. W. Kirby, Jr., and Mrs. Dora Arnold called on Sunday to see G. W. Kirby, Jr.

Among the other callers on Sunday were the Misses Rogers and Hickman and Messrs Garvin Mercer and David Spencer.

Mr. and Mrs. B. C. Williams attended the funeral of Wallace Leonard on Monday morning.

In starting the new broiler project in Craven County, 5,200 baby chicks have been ordered to date.

Directions For Repairing Hearths

If concrete or stone is to be used in building the hearth of a fireplace, it is well to make the hearth in two pieces: a back hearth, where the fire actually is, and a front hearth. The reason for this is that the intense heat of the fire is apt to crack a solid piece.

If the hearth is in two pieces the crack will stop at the joint between the front and back hearths and little damage is done. Of course, it would be well to examine the cracked hearth to be sure there is no possibility of sparks getting through the crack to some combustible material.

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