

THE STATE PORT PILOT
Southport, N. C.

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JAMES M. HARPER, JR., Editor

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Wednesday, October 7, 1936

Hunters beating the bushes for deer need not be too surprised if they run out a politician or two.

They are almost two months away, but school children already are looking forward to the Thanksgiving holidays.

A strong nominee for a kid's idea of the meanest man in the world probably would be the ticket-taker on a merry-go-round.

There would never be any need for barb wire entanglements for a war fought in a country with as many sandspurs as there are in this section now.

After the first five revolutions when we are riding on a ferris wheel we don't have any fun, because then we are afraid that the conductor is going to take us off every time we reach the bottom.

Good Men

Good men come, and good men go, but Southport citizens regretted the transfer last week of Lt. John L. Malone and Lt. Roy Aaron as commanding officer and junior officer respectively of Camp Sapona.

During his six months tour, Lt. Malone was responsible for a number of improvements at the local CCC camp. He was well liked and thoroughly respected by his men, and was very popular with Southport citizens.

Having completed his second six months tour as junior officer at Camp Sapona Lt. Roy Aaron also was transferred. He was a quiet, likeable fellow who was the personal friend of every man in his camp.

Camp Sapona is fortunate to have had these men as officers.

The Coast Guard

At no time during the year is the work of the Coast Guard stationed at the mouth of the Cape Fear river more important than during the next three months.

At present there are about two hundred small craft working outside daily with fishermen or shrimpers aboard. It is mighty comforting for the men to know that they are under the careful observation of the Coast Guard, and that the slightest sign of trouble will bring help either from the Oak Island Station, or the Cape Fear Station, or both.

The latter happened to a fishing party Sunday. Their motor stalled off the point of Battery Island. The anchor was thrown overboard and repeated attempts were made to start the engine. Having no success, members of the party hung a white flag on the mast.

A little boat from the Capt Fear station was at Southport and came out to give a line. Before she had proceeded far, Captain Barnett, Johnie Jones and Pete Mydette were on their way over from Oak Island to relieve the smaller boat.

Even when your trouble is not dangerous, it is fine to know that the Coast Guard is standing by to help.

Women Agents

We fear that we shall have no such good fortune, but we should like to know that never again will we be subjected to the sexy sales talk of a female subscription solicitors.

We have always subscribed to the theory that any worthwhile product could be sold on its own merits. Granted that this is true, there is no ethical reason why doll-face girls are turned loose on male prospects and masculine smoothies directed to appeal to the ladies when a roving band of subscription agents comes to

town. But that is their system. Southport was visited last week; our office was contacted. Not being in the market for magazine subscriptions just now, we volunteered to give our fair caller the names of two or three ladies whom we considered worthwhile prospects.

"I'm sorry," she said, "I'm not allowed to talk to women about subscriptions. The boys who are with us do that. We girls talk to the men."

Here was a girl frankly confessing that the company who sends her out is deliberately capitalizing on the fact that men find it difficult to say "no" to a pretty woman, and that the ladies are susceptible to the persuasion of gigello salesmen.

Not only is it unethical; it is a racket.

Women Drinkers

Every generation has had its women who could carry their liquor—and did. But if reports are true, women today take their cocktails along with the men, and bid fair to outdrink their brothers in the race for prosperity through liquor. Because of this growing custom, writers in popular journals, and even the wife of the President, have urged the necessity of educating young girls in the art of drinking.

Yet, despite society's endorsement of the habit, there is inherent in the minds of all who have at heart the good of society and the preservation of the race a deep repulsion to the drink habit among women. A drunken father of a family has always been regarded as pretty hopeless; but when the mother takes up the habit, no basis for decency in the family is left.

But women are paying for their indulgence. O. O. McIntyre, popular columnist, recently used a letter from a nurse in a private sanitarium which described the "rich debauchers"—young women addicts of liquor and drugs. To the columnist the nurse wrote that cocktail parties are the gateway barriers for most of the cases which finally end up in the sanitarium.

A writer in the Wall Street Journal of August 3 reports that the increase in drinking among women since repeal has produced "whiskey faces" and given a new problem to the beauty specialists. The whiskey face is described as one in which the "veins stand out, lines hard, and complexion bad." The writer says: "The duty of every person who has the American woman's beauty at heart is to get her back to the water wagon as soon as possible."—The Boston Transcript.

Educate The Adult

The casualty insurance industry, said Henry Swift Ives in a recent address, is taking an increasing interest in accident prevention, especially highway accidents. It has long realized that it is more desirable to prevent accidents than to merely indemnify victims and their heirs—and today it is asking public co-operation in seeking to reduce America's horrible and unnecessary death and injury toll.

The soul of accident prevention work that will produce results is education. It is necessary that law enforcement agencies, especially our traffic patrols, be improved, and that laws governing motor vehicle operation be brought up to date. But the reckless or ignorant driver will continue to endanger lives in spite of the best efforts of legislatures, judges and police officers—unless the force of public opinion is enlisted to make him mend his ways, or keep off the highways.

Proof of what safety education can accomplish is found in the magnificent record produced by safety instruction in the public schools. This work was started some fourteen years ago, and was inaugurated by the National Bureau of Casualty and Surety Underwriters, representative of our leading casualty insurance companies. During those fourteen years, there has been a 196 per cent increase in traffic fatalities to adults—and a 2 per cent decrease in traffic fatalities to children of school age or under. According to Mr. Ives, if the trend in the case of children had been the same as in the case of adults, 53,800 more young lives would have been snuffed out.

Now it is time we educate the adult. The insurance companies are doing their utmost to this end. So are other private and public agencies. But their campaigns can produce little unless the people wholeheartedly join them.

OPEN FORUM

A column dedicated to opinions of the public. A mouthpiece for the views and observations of our friends and readers, for which we accept no responsibility. Contributions to this column must not exceed three hundred words.

Brunswick County,
Southport, N. C.
October 6, 1936.

Mr. James M. Harper, Editor,
The State Port Pilot,
Southport, North Carolina.

Dear Mr. Harper:

There appeared in your last weeks Open Forum Column of the State Port Pilot a letter signed by Mr. David Ross, of Freeland.

As a member of the board of county commissioners of this county for the past four years, and as chairman of that body since December, 1934, I feel that in fairness to this body that this letter should be answered. This answer is not intended to enter into any controversy on this matter, but simply to explain what we know has been done and to give the public the facts as we know them; however, our statement differs in many respects to Mr. Ross' idea about what has happened.

In 1921 the General Assembly passed a law effecting the highway system of Brunswick county. This bill provided for the issuance of bonds and the payment thereof. The Reverend Dempsey L. Hewett was not a member of the legislature at that time. Mr. E. H. Smith represented this county at this session. House Bill No. 548, Senate Bill No. 614, ratified March 5, 1921, provided for the expenditure of \$985,000.00. The authorization of this \$985,000.00 issue by the General Assembly provided for the assumption of approximately \$100,000.00 of township bonds that had heretofore been issued by the townships. The act specifically provided that the board of commissioners would set aside \$8,000.00 for the repair, construction and improvement of the public roads of Waccamaw township. This was to be the first work done. This authorization was equivalent to an assessment against the taxpayers of Brunswick county without a vote, and from time to time bonds were issued and sold in succeeding years under this authority.

We all recall from about 1922 to about 1926 Brunswick county spent tremendous sums in the construction of roads. We also recall that very few of these roads were of a permanent construction.

The State Highway Commission started first with the pavement of roads on what was known as the Wilmington, Charlotte and Asheville highway. Later the interests in Wilmington and South Carolina went about to secure the pavement of what is now known as U. S. No. 17 from Wilmington to the South Carolina line. This road, you will recall, was not finished until 1932. In the meantime, the several boards of commissioners were active in securing a road from Southport to Supply. The record will reveal that numerous resolutions were passed which intended to develop the idea and encourage the building of a road north and south through the county, and it would appear that the Southport community proper was at the same time seeking the construction of roads to Southport. In the meantime, the politically powerful township of Waccamaw was obtaining the construction of a network of dirt roads in Waccamaw township. It appears that from similar construction in the State that the Federal Grants were principally for interstate roads such as U. S. No. 17, from Norfolk to Charleston, which passes through this county, and that lateral roads such as the road from Shallotte to Whiteville became more or less secondary, that is in the expenditure of monies in which the Federal Government participated. More recently the Federal Government has been more liberal with their Grants to lateral roads. Our evidence of this is the ten miles which we have been able to secure on the Whiteville end. Now the State Highway Commission has agreed to build, and have actually set aside \$85,000.00, according to information received this week from Mr. Capus M. Waynick, chairman of the highway commission. This construction is to commence at Shallotte and to proceed toward the Columbus county line. The map showing the proposed location was posted at the courthouse in Southport on September 29, 1936.

Until about 1933 the Whiteville interests were principally interested in the construction of the Whiteville-Tabor road. The State Highway Commission, the Wilmington interests and large interest in South Carolina were principally interested in the completion of U. S. No. 17. The completion of the Southport to Supply road as a part of the Southport to Whiteville road was being urged by many citizens. It

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By PERCY CROSSBY

A Tip From Wall Street



We Are A Candidate For

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—TO—

« The State Port Pilot »

"YOUR COUNTY NEWSPAPER"

Southport, N. C.

