

**THE STATE PORT PILOT
Southport, N. C.**

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If you drink, don't drive; if you drive, don't drink.

One small political job sometimes ruins a good man for life.

The mechanical perfection of an automobile is wasted if there is a weak nut at the wheel.

The fellow who never takes anyone's advice will have nobody but himself to blame if he turns out to be a failure.

If you dislike a person and don't know why, try to recall the unkind things you have said about him. That may account for it.

Folks who don't get to bed until so late that they don't get up until 10:00 o'clock in the morning do not know what they are missing. There isn't anything happening after 10 o'clock that is worth missing the morning hours for.

Honest

This is the season of fairs and carnivals, and thousands of dollars will be spent by citizens of this state during the next few weeks for this type of entertainment.

The colorful appeal of the carnival has a peculiar attraction for the average person. He goes knowing that he will spend money foolishly and unnecessarily; he plies his way through the jostling crowd half afraid that he will be cheated or robbed; but he comes away satisfied with the fun he has had, and with the satisfaction of a joyous, care-free holiday.

It is well enough to be careful in any large crowd of strangers, for there always is the possibility of being the victim of a pick-pocket or a slick gambler. But tales of crowdedness within a fair ground have been over-drawn, in our opinion. At any rate, one of the finest examples of honesty we have ever known occurred at an Eastern North Carolina fair two years ago.

It was Thursday night and checks paid to free-act performers were being cashed at the ticket office. One particularly good attraction that year was the "Globe of Death," in which a dare-devil motor cycle rider rode upside-down within a bronze cage 30-feet in diameter. To add to the human interest of this performance, the rider's wife sat in a chair within the death trap.

The wife brought the check for their act to the box office. Receipts for the day had totaled in the neighborhood of \$5,000, and bills had been straightened out and stacked in piles. Dollar bills had been arranged in piles of fifty each, later to be tied in packs containing one hundred dollars.

When she presented her check for one hundred dollars, two stacks of fifty one-dollar bills were handed her.

About a half hour later the manager came in, apparently greatly disturbed about something. "Did you cash the check for the 'Globe of Death' act," he wanted to know. We told him we had. "What denomination did you pay with," he asked. "Two stacks of fifty one-dollar bills for the hundred dollar check," we told him.

"Those fifty dollar stacks each had one hundred dollars in them," he said. "The lady you paid just came up to the office and told me that she had been paid double for the check, and brought back one hundred dollars."

More About Races

Do not be surprised if during the next few months you see repeated reference to the yachting regatta to be held in South-

port next summer. That is one project on which we are definitely sold.

One of the first things that occurs to us in this connection is the desirability of having one or more sailboats from here to enter the races. From Ens. K. R. Cotton, junior officer at Camp Sapona, we have learned that small boats suitable for racing may be built at list cost. Ens. Cotton, by the way, is from Charleston, S. C., where interest in yacht racing is at its height, and he knows about sailboats.

He has offered to write for plans which we believe may be used by local sportsmen in constructing local entries for next summer's races.

Another important step would be the organization of a yacht club here. A co-operative group of members can do more than any other agency to insure the success of the proposed regatta.

Forgive us for repetition while we remind you that the races here next summer can easily be made the major sports attraction of the entire summer for North Carolina. It seems impossible to over-estimate the drawing power of the event, and the manner in which the races are put over will depend entirely upon the co-operation of Southport citizens.

Comparatively Speaking

Brunswick county citizens should be proud of the fact that only four days were required last week to completely clear the criminal docket in Superior Court. No case of major importance was tried, and the maximum sentence passed was from three to five years.

Compare this record with that of some of our neighboring counties, where several weeks of special terms of criminal court are required annually. In one nearby county this year there were an even dozen murder cases on the docket at one time.

The scarcity of criminal cases in Brunswick speaks well for the conduct of the citizens of this county.

Officials Have Tried

Residents of the lower end of Brunswick county are pretty much disappointed over the road situation just now, and we do not blame them. However, we do think that they should be fair in placing the blame for the delay in paving the Southport-Whiteville highway.

It is our honest conviction that Brunswick county officials have done everything in their power to secure the improvement of that road. We are just as positive that not one of them ever suggested that the Caswell Beach road project be given preference. Southport citizens are convinced that the paving of the road from here to Whiteville is the next important step in the development of Brunswick county.

Moreover, the fight for this road has not been dropped; it has just begun. The road will be paved, and when the smoke of battle has cleared, citizens of Shallotte and Waccamaw townships will look about them and find that Southport people have been fighting with them, side by side.

Industrial Warfare

The darkest cloud in the industrial outlook is impending labor troubles.

If these troubles disrupt industry at a time when it is making signal progress out of depression, every citizen will be the loser—laborer and capitalist alike.

Labor representatives and industrial leaders should have intelligence enough to understand that calm arbitration is better than conflict. Neither side is justified in taking a stubborn stand. The cause of the working man will not be served by long strikes that destroy the sources from which employment and purchasing power flow.

The average working man is not a radical. Nor is the average employer a bitter reactionary. It is a safe bet that if the average worker and employer could sit down calmly together and discuss their differences, a great deal more would be done to solve their difficulties than will be accomplished by politics or by extremists on either side.

The American people want a fair deal for labor. They also want a fair deal for capital which is nothing more than the accumulated savings of individuals, laborers included. It is high time we heard less talk of strikes and saw more effort being made toward reasonable and equitable arbitration of disputed issues.

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.

MORE ABOUT ROAD

Freeland, N. C.

October 8th, 1936.

Editor State Port Pilot, Southport, N. C.

It seems that my letter occurring in your paper of last week has kicked up right much of a storm. In fact it is the first time in my life time that I have ever known the board of commissioners in a body by their chairmen hand to rally to the help of any community, no matter how ever persecuted.

And I further notice certain "interested citizens" and "my information is" occurs very often in the get-back-of-both Mr. Keziah and the board of county commissioners by Mr. H. O. Peterson, chairman.

I have in my possession a letter dated July 29th, 1936, and signed by Mr. Capus M. Waynick which reads quote "your letter of July 24th, inquiring about prospects for No. 130 has been received. We are hoping to set up a construction project on No. 130 during the current year. Funds have not been set up for it yet and there will be some delay between the time of the action of the commission and the actual construction. This matter is before the commission at the present time and the public will be advised of the action that is taken."

(Letter from Mr. Waynick to Mr. J. D. Babson and copied by his permission.)

This with a long delay in which nothing has been said and then the headline announcement that the road to Caswell was to be hard surfaced is in itself the main reasons that I have for feeling as I do in regard to the road and the statement that the state was spending money on which no one had sufficient interest in to even ask that the work be done and leading to a beach which will not pay operating expenses while, there are so many necessary roads needing, work is almost unthinkable.

To Mr. Keziah's bickering I pay no attention as I never for an instant intended to inject a political aspect into the scene.

The sole interest that I have is the pitiable aspect of the poor farmer who has worked both day and night to produce his crops of tobacco and other farm crops and to create a surplus of any or all things grown so as to raise money to pay debts, build homes, send his children to school, etc., have to labor over dusty and dirty roads to get their stuff to market; yes over roads over which the average beach patron would not even drive if it was possible to avoid it.

I may have been mistaken in some of my statements to who passed the road bill, but even if I am, I am very glad for that is the only statement that has as yet brought out a concrete correction from anyone.

Mr. Peterson in his small effort to raid Waccamaw township does not mention the fact that when bond issues were put on other townships to build central roads through townships that Waccamaw did not vote bonds, but later under a law to allow Brunswick county to participate in the bonded indebtedness of certain townships in said county, was forced to bear the burden of paying for roads on the shoulders of all townships alike, causing Waccamaw to have to pay for roads that she did not have.

Perhaps Mr. Peterson did not know that, and I seriously doubt if any county officer now serving does either when the consolidation of schools came about that there were buildings allocated in Leland, Bolivia and Shallotte, with a like amount to be applied to the bonded indebtedness of Southport school with no allotment made for Waccamaw and when I inquired the reason that Mr. Charlie Woodberry, then chairman of the board of county commissioners referring to the same "network of dirt roads," referred to in paragraph 5 of his (Mr. Peterson's) letter to your open forum "That I think Waccamaw has had her share."

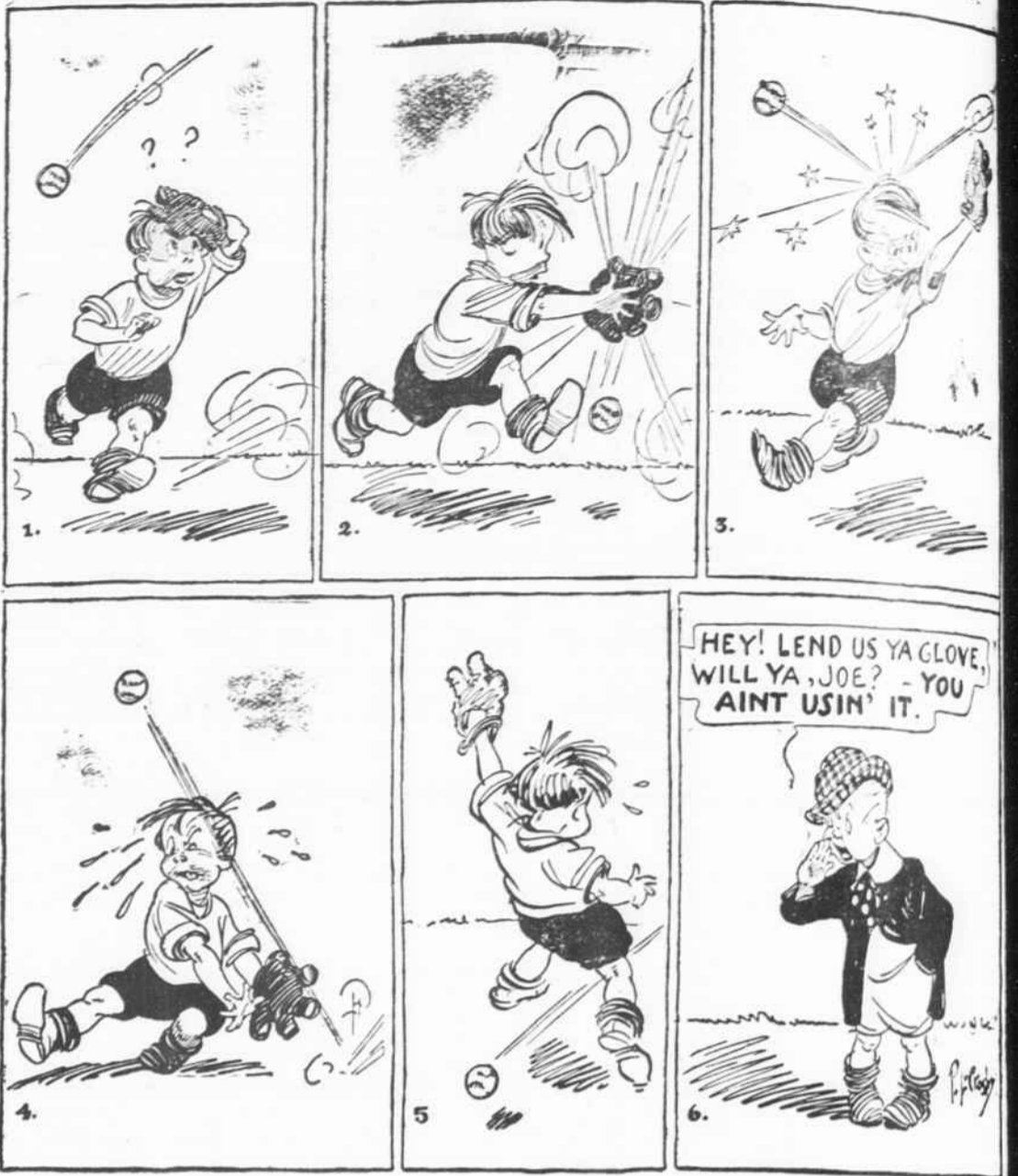
I further know that the city of Southport had long been doing everything possible to shift the burden of her high school bonds on to Brunswick county and failing in everything else, the consolidation program was put on for that purpose.

And perhaps Mr. Peterson does not know that I happen to be the man who came home and sought and found financial backing to take injunction against the whole program and by that means secured the school for Waccamaw. This I can verify by any or all of the surviving members of both the school board and the board of county commissioners.

This, along with the circumstances related in my first letter

Back O' the Flats

By PERCY CROSBY



is my reason for feeling as I do towards Southport's fairness as to the rest of the county. Why don't some of those interested citizens in Southport answer my letter instead of waiting for Mr. Peterson and Mr. Keziah the one of which is not even Continued on page 3

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