

THE STATE PORT PILOT Southport, N. C.

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Wednesday, May 4, 1938

Some people never know the pleasure of owning luxuries that money will not buy.

It is easier to be a good winner than it is to be a good loser.

Temper is good raw material for moulding strength of character.

It is much easier to dream a success story than it is to enact one.

Kids are lost now since they have lost the prospect of looking forward to the end of school.

Humor loses its savor when the alleged funny man tries too hard, and too often.

Politicians are what make it so hard for statesmen to be re-elected to office. "I told you so" is the pessimists' triumph.

Improvements

We don't know whether they were made because last week was clean-up week, but several noticeable improvements have been made and now are in the process of being made in Southport.

Within the past few months most marked improvement has taken place in the downtown district of Southport. Most obvious of these is the new service station on the corner replacing the fire-gutted ruins. Completion of the Specialty Shop, moving Gallaway's store from its former location to the principal business block, repainting the bank building—all these have helped.

Now in the process of renovation is the old frame Hood building, and soon this structure will be a credit to the business block.

This surely isn't what you'd call a good season of the year for business in Southport. Nevertheless, a visitor to the town gets a favorable impression of the downtown district. And this is important, for the impression that visitors get of Southport is what sooner or later will bring about more prosperous conditions.

The Local Nine

If the movement started last week for a baseball team lives on, this is the first of a series of journalistic boosts that we shall be very glad to give.

As we said last week, we can think of no more healthful, wholesome amusement than baseball. Moreover, a town with a good team comes in for considerable favorable publicity.

But with all of our interest in the future of Southport's 1938 entry in the diamond world we suggest that the players do something on their own before they pass the hat among the business men. It is a well known rule that people help those who help themselves. If the boys get out and hustle themselves into shape, win a game or two it will not be long before the baseball fans of Southport come forward with financial assistance.

Soliciting money before the first practice session, though, is putting the cart before the horse.

County Historian

Unveiling of the marker here Monday in memory of troops encamped during the War of 1812 at Deepwater Point served to center the attention of local citizens upon an occurrence of which heretofore they had been unaware.

Those who attended the ceremony were particularly interested in learning of the significance of marking this locality.

Brunswick county is steeped with history. First armed resistance to the Stamp Act was made here; here was the first seat of Colonial government; in this section Blackbeard and his pirates had their hangout.

Time is shoving into a vague background the significance of these early scenes. We owe it to posterity to collect

in convenient form a record of early Brunswick, and this job calls for a county historian.

Some able man or woman should have these duties of research delegated to him. If modest funds are necessary to carry on this work, they should be provided. We need to be made historical minded.

Verse To a Business Man

Sock him on the kisser, put him on the pan,

Roll him in the gutter—He's a business man.

Pillory the sucker, poke him in the eye, Jump upon his torso—He's a business guy!

Has he built a business to enormous heights?

Brand him as a cheater—Never mind his rights!

Does he give employment? Is the payroll big?

Put the bum in irons! Toss him in the brig!

Does he pay in taxes what the law calls for?

Why, the dirty reptile should be paying more!

Blast him in the headlines, charge some crooked acts,

Let this be your slogan: "Anything but fact!"

Has he made some money? Get his scalp today!

Say, where does he think he's living, anyway?

—EXCHANGE

Green Fields

"The South will prosper when her fields are green in winter" is a saying which has become a torch for Hugh McRae, of Wilmington, in his crusade for agricultural reform and for an amelioration of agrarian living conditions in this section.

Mr. McRae and other farm leaders have preached their doctrine of keeping crops growing in our lush fields the year round, and their crusading has met with considerable success, for each year shows a greater variety of crops being planted and more green fields in winter.

Early this month Mr. McRae will prove to the farmers of the Carolinas that his ideas are practical by entertaining at a field day at his Invershield plantation.

The richest fields are not essential to successful farming Mr. McRae has proven. Some years back he imported a colony of industrious foreigners to settle on lands discarded by Carolina farmers as "not worth tending" and told them to scratch for a living. By means of intensive cultivation, hard labor and mental acumen, these immigrants have built up one of the most lucrative farming sections in the nation at Castle Hayne. The year round one may see crops under cultivation, and flower bulbs, lettuce and other "small crops" bring shekels to the thrifty pockets of these new Americans.

We concur with Mr. McRae that there is no excuse for poverty among our farmers when we have one of the best farming sections in the world—excellent land, and rainfall and weather conditions which closely approach the ideal. He has little patience with farmers who "stick to a ruinous system of agriculture which we wished on ourselves prior to the Confederate war", in a region "where livestock can be grazed on clovers during the entire fall, winter and spring, and on soy beans and sudan grass or pearl millet during the entire summer."

Death Knell?

The House rules committee Friday sounded the death knell of the Administration-sponsored Wage and Hour Bill at least for this session when it refused to vote the measure out of the committee.

Southern industry and people of this district can thank Congressman J. Bayard Clark for coming to their rescue in this emergency. Mr. Clark was one of the eight members of the rules committee, and a part of the strong Southern bloc which spelled defeat of the measure at this session.

Perhaps good in theory, Southern industrialists knew that it would greatly cripple their operations—factories would be forced to replace man-power with machine power, and the lists of the unemployed would grow to astounding proportions.

Recently when some Republicans rallied to the aid of the measure, it was clearly obvious why. Long jealous of the South's textile mills which have been slowly but surely migrating Southward, the Pennsylvanians saw an opportunity to take a slap at the industrial progress of the South.

Just Among The Fishermen

KINSTONIANS

Kinston, county seat of Lenoir county, with one of its chief claims to fame lying in the fact that it has a newspaper man who has persistently deprived Southport of the honor of being the home of the biggest liar in the state of North Carolina, has been well represented by fishing parties here this year. In fact, the indications are that Kinston is getting pretty well sold on Southport for its fishing. Sunday's delegation from Kinston consisted of W. F. Oglesby, E. D. Stroud, U. L. Gray, E. J. Smith and H. A. Carpenter. They went out on the boat of Captain H. T. Bowmer and caught four wash-tubs full of Gulf Stream perch. One and all they swore their future fishing would be done at Southport, despite the fact that they resided at a point much nearer other sections of the coast. The Civic Club classed them as being pretty good fellows, for country boys.

LADY FISHERMEN

Believe it or not, Southport is rapidly coming to the forefront in the esteem of lady fishermen, or fishermen. And some of them run the men folks a close race in production. Mrs. T. K. Carlton, of Salisbury, manages to make Southport with her rod and reel at least once in every two weeks, and there are others of the female persuasion who are just as devoted to the sport that Southport affords. Sunday afternoon a Whiteville party consisting of Mrs. Luther Meares, Mrs. Walter Warren and Mrs. Davis Cone came down and went out for four hours. Those girls must have shook a mean rod, for they returned with over two hundred pounds of fine fish and resolutions to be back at Southport early and often. They went out on the Olive Branch of Skipper Bob Wagner.

FIRST REAL BLUES

Skipper H. T. Bowmer brought in the first real catch of trout some weeks ago. Now comes the E. M. Lewis of Captain Hulan Watts with a string of an even 50 blues, in addition to trout, sheepshead and bonetta. Skipper Watts' party was composed of Captain E. D. McGougan and young Dan McGougan, of Fort Bragg, and W. G. and M. L. Worly, of Lumber Bridge. For his praise of the Southport fishing and the distinguishing performance of having made the first big catch of blues of the season the Civic Club has given Captain McGougan the same rating in its esteem as was bestowed upon a bunch of liars from Kinston.

A FINE PARTY

Real good fishing weather did not start up until Sunday. Among the various parties here Saturday Captain Bowmer had one from Charlotte, and he swears that the fellows were about the best he has ever handled. They came in on a bad day, the catch was rather disappointing to the skipper, but the party, which was headed by Attorney L. H. Smith took everything as "fisherman's luck". Before they left Mr. Smith even hunted up the Civic Club man, expressed his appreciation of various little courtesies and gave a list of Charlotte sportsmen whom he thought ought to know something about Southport.

FINE FLEET WORKING

It is doubtful if any of the big beach resorts, at the height of their summer season, will have half as fine a fleet of sport fishing craft as Southport already has with more good boats to come as the need arises. Among the boats already piling up good records are, the two Watts boats, E. M. Lewis and Eva Mae; the Buddy and Vagabond of S. I. Bowmer boat, the Fannie Quiddle of Edward Nelson, of Gloucester, the Olive Branch of Bob Wagner, the Ray Stubbs of James Arnold, two boats owned by Jim Arnold and one by Albert Arnold. In addition to the above several other good boats are here, waiting to get active as party needs arise.

WEEK DAY FISHING

It is a rare occurrence for a fishing party to be disappointed in making a big catch at Southport. Folks who have given the matter some study are of the opinion that such occurrences would be still rarer if the parties would get more in the habit of coming on week days. As it now is there are more parties to go out on Sundays than during all the other days of the week put together. It is recognized that many people cannot leave their work, except on Sundays. At the same time there are many other people who can take their fishing trip any day they want to. To these folks it is pointed out that week day trips are usually the most pro-

WASHINGTON LETTER

Few seasoned observers of the political game are willing to hazard a guess as to what Congress will do in its haste to shut down for the current season. Over the week-end an effort has been made to revise the strategy which is essential for the rescue of pet measures from the Congressional scrap-heap. It is conceded that the national legislature would quit within a fortnight in event some bright person could devise a formula for ear-marking expenditure of the "pump-priming" billions. Affairs have moved so fast and furious lately that the politicians find it difficult to gather the loose ends of a tangled skein of events.

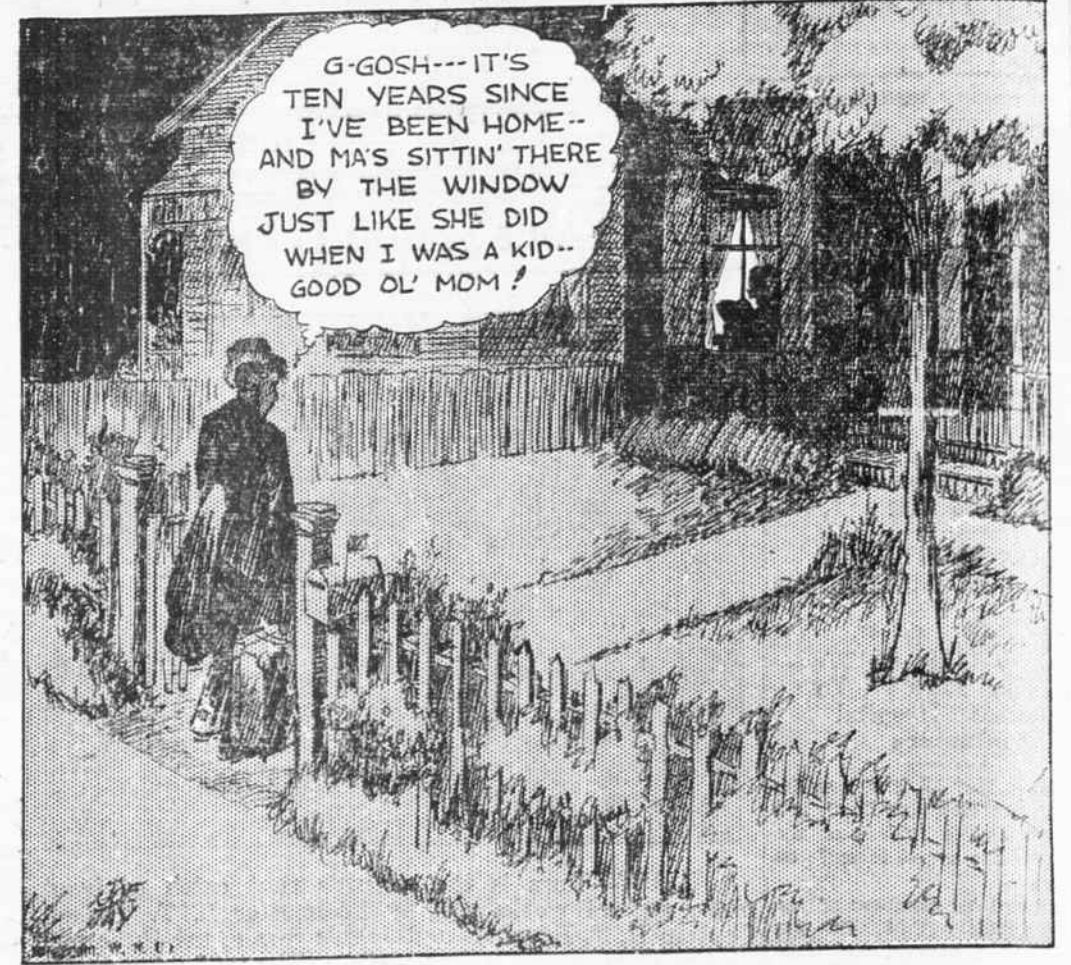
The fact that the House Rules Committee again tied a can to the Administration's wage and hour bill added fresh complications. The attempts of proponents of a Federal wage standards measure to obtain enough signatures for a petition to discharge the Rules Committee from its blockade seems unavailing. Assuming that this militant House wing could muster the necessary 218 signatures, the parliamentary situation is such that they could not force an open vote before June 13. Yet the active figures have taken courage from the recent action of the railway executives in ordering a wage cut of 15 per cent effective July 1. Reports of wage slices in other industries as a means of staying off depression effects presents a grave situation. The wage curtailment is the railroad answer to refusal of the Interstate Commerce Commission to authorize marked increases in freight and passenger rates. The reaction of the employees as represented by the potent brotherhoods is closely watched in political circles.

Business leaders are in a quandary as to what to do. With the latest recession at its lowest level, as measured in terms of sales, it is to the interest of management to utilize every means of keeping purchasing power at a high mark. The stock holders, anxious to protect their investment, have forced managers to take a more tolerant attitude toward political factors. Yet industrial chieftains find it hard to steer a course in the absence of greenlights. Somewhat dubiously, a number of national-known business moguls have agreed to work with the administration only to find that their companies are among those listed for drastic government controls under the President's newest message to Congress dealing with corporate enterprise. Congress is also befuddled as to what the President really has in mind as to governmental policies. As a consequence, they are likely to take the safest route—long study of various proposals during the summer and fall. The subject will be vitalized as the Department of Justice intends to supplement its customary legal procedure with a new style of trying cases before the bar of public opinion before the judiciary reaches a conclusion. This plan calls for publicity in each case brought under the anti-trust laws. There is some doubt among strict legalists as to the ethics, but the die has been cast.

The President's recommendations for tightening of laws regulating business aroused considerable talk here this week. Hundreds of business men, representing some 1,400 chambers of commerce, are in session and conversations naturally veered to the implications of the Administration's program on big and little enterprises alike. A note of uneasiness was detected in the chats for it was clear that business is at its wit's end endeavoring to keep the wheels turning. Some spokesmen indicated that the quick adjournment of Congress would alleviate much concern provided the solons agreed to study rather than to immediately acquiesce in the White House ideas for extension of governmental controls. Little credence was attached to Postmaster-General Farley's claim made in the South last week that the slump could be attributed to legislative reversals of the Administration.

Lawmakers who have opposed the White House on various issues are particularly desirous of attaching brakes to the spending of the four billion dollar "pump-priming". By placing "ear-marks", or definitely allocating the funds, they could probably check retaliatory schemes where-in the money Congress authorizes would not be used against rebels in their bailiwicks, that is, by giving aid and comfort to their local political opponents. The sage politicians warn of the dangers of definitely limiting the expenditures. They point out that by giving the Administration a free hand, the failure of the projects could be laid at the door of the White House. Otherwise, the wisecracks say, what ever shortcoming the Roosevelt plan eventually reveals, might be placed on the shoulders of Congress, with the charge that the legislature had tied the hands giving ductive and satisfactory, as things are not crowded at such times.

You'll Always Find Her Waitin'!



relief. The publication of PWA grants by states in the Congressional Record lately has brought this angle sharply to the fore. The spending program attracts more attention than the LaFollette revival of the Progressive party largely because the Third Party will not figure prominently in a local election.

Safety Program Gains Strength

Some 125,000 Safety Emblems Have Been Distributed In The Carolinas; Prizes To Be Given

Red, white and blue "pledge to Drive Safely" emblems are now appearing on thousands of automobiles in the Carolinas, indicating that their owners have pledged themselves to drive safely and are cooperating in the Puro-Pep Drive Safely Crusade. A total of 125,000 of the at-

tractive metal emblems have already been distributed in the Carolinas, and the demand still continues. In the four states of Georgia, Tennessee, North Carolina and South Carolina, nearly a quarter of a million of these safety emblems have been distributed. The demand for them was so great that at times during April the supply at some stations was temporarily exhausted.

To get an emblem, the motorist signs a pledge to drive his automobile in accordance with common sense rules of highway safety. He is then eligible for a series of monthly safety contests, in which \$1,000 is being given away each month to promote safety-mindedness.

Prize winners in the April contest are expected to be announced within a few days. Seventy-five persons will be awarded cash sums ranging from \$250 to \$5. A new safety contest was launched May 1, and motorists of this community are invited to take part. A flood of entries was

received in the April contest.

A large percentage of motorists in this section have signed the pledge to drive safely, and new names are being added to the list of Safety Crusaders every day. The Drive Safely Crusade, the most extensive safety driving campaign ever launched in this state, was begun April 1 as a public-spirited movement to do something about the terrible toll of deaths and injuries on the highways and streets.

STARTS MENHADEN FISHING

The menhaden boat Storm King, Captain Reuben Guthrie, began the seasons search for menhaden for the Brunswick Navigation company Monday. The John M. Morehead and W. P. Anderson are both now having new engines installed and it is understood both will be ready for action in a couple of weeks.

Venus is nearly twice as far from the sun as Mercury, and is almost the same size as the earth.

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