

THE STATE PORT PILOT Southport, N. C.

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Wednesday, February 28, 1940

Nobody speaks more brusquely than a little man from beneath his new cloak of authority.

Social vultures are people who prey upon the reputation of their neighbors in their gab fests.

In your list of best friends aren't there one or two names which stand out in bold relief because of some thoughtfulness or kindness long ago?

The economic set-up of our small American family is peculiarly elastic. It takes everything we have to get along, and we usually are able to get along on what we have.

Some people we know like to be early for appointments so they can berate others for being late.

Rules Of Safety

No other one thing in connection with our public schools is more important now than the matter of safety, so a letter gotten out recently by H. C. Stone, principal of Shallotte-Lockwoods Folly schools, is very timely.

L. C. Thornton, who was here last week checking up on transportation problems in the interest of the State School Commission, saw a copy of this letter and was so favorably impressed that he asked for one to carry back to the office in Raleigh.

We are reproducing the letter for the benefit of all parents whose children travel to and from school each day on a bus:

Dear Parents:

Below is a copy of the State Regulations governing the Pupils Responsibilities in riding the school bus to and from school, found on page 7 of bus drivers manual, "Public School Transportation in North Carolina," published by the State School Commission, Raleigh, N. C., 1940.

A copy of these rules is being sent to each parent in an effort to improve our bus service, in regards to safety, conduct, etc. It will be appreciated if you will discuss these rules with your children and see that they understand each rule, and appreciate the importance of obeying them.

Bus drivers are being required to learn the rules and regulations governing their duties and responsibilities in operating the buses.

- 1. To obey the bus driver promptly and cheerfully concerning your conduct on the bus.
2. To be at the place designated both morning and afternoon ready to board the bus at the time shown on the posted schedule.
3. To stay off the roadway at all times while waiting for a bus.
4. To leave the bus only with the consent of the driver.
5. To wait until the bus has come to a dead stop before attempting to get off the bus.
6. To enter or leave the bus only at the front door, except in case of emergency.
7. To cross the highway, if necessary, after leaving the bus, in the following manner:
(a) Make certain that the bus is stationary; that the door is still open; and that the stop signal is extended.
(b) Cross in front of the bus within sight of the driver, look both ways, and stay out of line of traffic until the path across the roadway is free from any danger.
(c) Upon signal from the driver or from a personal escort, proceed across the highway.
8. To keep head and hands inside the

bus windows at all times.
9. To observe classroom conduct (except ordinary conversation while getting on or off and while riding the bus.)
10. To keep the bus clean, sanitary and orderly, to refrain from damaging or abusing cushions or other bus equipment. Eating is not permitted in the school bus during the day.
11. To occupy the seat assigned by the driver or principal and to refrain at all times from moving around while the bus is in motion.

12. To request the driver to stop the bus in case of personal emergency.
13. To refrain from the use of tobacco, and from profane and indecent language while riding the bus.
14. To cooperate at all times with the bus patrols who have been appointed by the school principal or driver and to assist the patrols willingly in fulfillment of the duties to which they have been assigned.

Please be assured that your cooperation in making our buses safer and better for the children will be appreciated.

Very sincerely yours, HENRY C. STONE, Principal.

Safety In Commercial Flying

(Charlotte Observer)

The record of safety achieved by the commercial airlines of America over the past year is impressively significant and becomes a remarkable tribute to the engineering skill and operations efficiently.

Notwithstanding severe handicaps brought on by winter weather hazards of unusual severity, air services have functioned with but few interruptions. The lives of passengers and crews have been almost free of distressing accidents. Even near-accidents have been so few as scarcely to attract attention—except to the skillfulness with which they have been avoided.

Besides severe weather, there has been an increased tax on the lines by reason of war demands. Air travel has grown in America with the coming of war.

To the South, where both commercial and tourist travel have had sharp increases, the story of successful operations is the same.

Despite the absence of wireless reports on weather conditions regularly given by ships at sea, which the war has silenced, even the transatlantic service is marked with records of safety.

Co-ordinating mechanical genius, weather reporting, experience, and every possible factor which can make for safety and dependable service, the air lines of today serve the public with a performance eliciting universal acclaim.

Preserve Democracy

With the approach of open season on political candidates, it seems opportune that some thought and consideration should be given to campaign methods as practiced in this country.

There has never been a time when the American system of government was put to such a severe test as today. Dictators are claiming that democracy will soon destroy itself, and designate that form of government as a molly-coddling, blundering, groping system, wholly inadequate as a ruling body.

Americans have a different view of this form of self-government which has been the bulwark through the years of American history against the ravages of intolerance, oppression, and abridgement of personal liberties.

We believe in our democratic form of government—so much so that we desire to see it survive. The best way to preserve our present system is not to adopt a sort of blind faith in its infallibility, but rather to detect its imperfections, and make every honest effort to correct them.

And there is no denial that there are innumerable remedies which might be in order. One of the most outstanding defects of the American system, we believe, lies in present practices during political campaigns, of maligning, defaming and otherwise besmirching the name of all and sundry who seek public office.

In our American system, the truth is ever to be sought. A man's eligibility should be based on his own qualifications, and not on the disqualifications of his opponent. Plain facts should be presented to the people, but oftentimes during the heat of political campaigns the actual facts are so distorted as to hardly be recognizable.

Mud-slinging in political campaigns has no part in our American form of government, and itself offers one of the most serious threats to our democracy.

A monument will no doubt be erected to the man who first offers to repay a borrowed cigarette.

Just Among The Fishermen

By W. B. KEZIAH

GOGGLE-EYES BITING

While spending most of the past week at Southport our good friend Charles Farrell, proprietor of the Art Shop in Greensboro, went freshwater fishing twice, and his already strong interest in Brunswick county was thereby greatly increased.

Mr. Farrell's first trip out was made in company with L. T. Yaskell and Dawson Jones. They brought in 36 large goggle-eye perch and 11 big mouth bass. The catch was a beautiful one for this season of the year and the sportsmen were naturally proud of it.

Mr. Farrell, who is a master of the camera, made a number of beautiful pictures of the fish. Some of these pictures will appear in up-state papers and will constitute valuable advertising for Brunswick county, as it is not generally known that big-mouth bass and goggle-eye perch bite in this county the whole year round.

Saturday afternoon Mr. Farrell and Harold Smith, also of Greensboro, went again. They had a dinner engagement for that night, and other matters prevented them from getting away from town until 3 P. M. On this trip we accompanied them and the results of an hour of very strenuous work totalled 47 goggle-eyes and 1 big-mouth bass. The fish almost bit faster than hooks could be placed in the water. Only the necessity of an early return to town prevented the taking of a bushel of the goggle-eyes.

GULF STREAM IDEAS

Our good friend, E. K. Glennan, Norfolk sportsman, came a long way out of his way Saturday afternoon to look into the local Gulf Stream fishing prospects and to state that he and a lot of other Norfolk sportsmen were going to give Southport a whirl this summer, without dawdling along on the upper part of the North Carolina coast.

Mr. Glennan and other Norfolk sportsmen made a start for Southport once last year and were held up by great tales of fishing on the upper end of our coast. The tales seem not to have been so well founded. Anyhow, our Norfolk friends mean to come all of the way this year. They believe the fishing starts much earlier on the upper coast and they intend to make a try for the fish here in April.

GREENSBORO CHAMPION

Our good friend, Joe Stone, of Greensboro, veteran member of the North Carolina Fisheries Commission, has long maintained that he was the champion fisherman of all sorts in North Carolina. However, Joe has always done his fishing within the North Carolina east-west political lines. And he does not know what the lower North Carolina coast has to offer.

After what he did here last week, we nominate Charles Farrell as the champion fisherman, in place of brother Stone. Charlie made a wonderful catch and his heart is in the right place. He knows and loves Brunswick county and the lower North Carolina coast. That's sumpin' that cannot be said of most of the members of the North Carolina Fisheries Commission. Commissioner Stone will have to come down here and show us his catch before we will believe or admit that he is worth a darn when it comes to fishing.

NOTES

It comes to us in a roundabout way that we must be a lucky piece for the Southport postmaster. One day this past week he went with someone else and fished and fished. He never got a bite. Meanwhile his two companions were pulling them in hand over hand.

Theatre Opens Following Fire

Large Crowd Of Movie-Starved People Were On Hand Monday Night For First Show

The Amuzu theater reopened Monday night after being closed for several weeks following a fire which destroyed the equipment and caused considerable damage to the building.

A complete set of the newest and most modern equipment was purchased by Proprietor Price Furless in getting his show house ready for its re-opening, and those who attended the first show Monday night were of the opinion that the acoustics were better than ever.

A half-hour before the doors were opened the side-walk in front of the building was crowded with movie-starved people who have sorely missed the nightly diversion afforded by the local movie house.

YOUR HOME AGENT SAYS

SCHEDULE

Thursday, 29—A. M., Wilmington, agent's conference; 2:30 P. M.—Longwood Club will meet with Mrs. Dave Bennett; 8:00—Southport club meets at the home of Miss Lottie Mae Newton.

Friday, 1st—1:30, Leland 4-H club meets; 2:30—North West club will meet with Mrs. E. R. Skipper.

Saturday, 2nd—Office. Monday, 4th—Office. Tuesday, 5th, 11:10—Waccamaw 4-H club.

Wednesday, 6th, A. M.—Office; 3:30—Woman's Club; 7:30—County Service Club meets with Miss Pauline Lewis at Winnabow.

HEADS COMMITTEE

Mrs. Marion Dasher, county home demonstration agent, has been appointed to serve as chairman of the Brunswick County Better Homes Committee. Mrs. Dasher's appointment to this post was made from the National Offices of Better Homes in America at Purdue University.

Better Homes in America is an educational movement attempting to bring to the attention of the community all that modern methods and invention can offer homemakers of moderate means and to show individuals how they can accomplish something worthwhile with the resources at hand. The emphasis is on the home and the improvements which can be made that are within the reach of families with low or modest incomes.

Although the Better Homes program inevitably stimulates house building, home improvement, the purchase of garden tools, paints, labor-saving devices etc., this fact is not the reason for such a campaign. The purpose of the movement is primarily civic and educational. Wage-earning families are helped to a knowledge of the least expensive and most satisfactory and practical means of making improvements in their own homes.

The result is the development of pride in home and community, of good business and of sound constructive citizenship. The Brunswick county committee was organized to bring the service and program of the national organization into every community of the county and to adapt the program to fit local needs. Chairmen are serving in 15 communities throughout the county.

Effectiveness in the movement is secured by correlating the efforts of all civic and educational agencies and specialists, interested in home improvement, in a comprehensive annual campaign. The 1940 National Better Homes Week will be observed from April 28th to May 4th. The Brunswick county committee invites the cooperation of all organizations whose purposes are allied with the encouragement of home betterment, including gardens, home building and furnishing, remodeling, home management, home recreational activities, as well as general community clean-up.

Two Plays To Be Given Tuesday

Two One-Act Plays Will Be Presented By Members Of Southport High School Dramatic Club

On Tuesday night, March 5, at 8 o'clock, the Dramatic Club, of Southport high school, will present two one-act plays. The first of these is a comedy, entitled "Thanks Awfully." This play has a cast of 13 girls and only one boy, Richard Montague (Bill Willis) hates women, so refuses to meet the members of his sister, Dot's (Doris Corlette), bridge club. To prove to her that "You don't have to talk to a woman," he wagers his sister that he can get through the party and use only two words. The ladies come chattering in. They all go for the one man. He gets along very well until the girl he once loved and quarreled with appears. He has a rather rocky time especially when he tries to propose on his two words. Be on hand Tuesday night and you will see that even then "Thanks Awfully" is sufficient.

The second play, "Dead Or Alive," is a tragedy of stark realism. Oppressed by the drabness of her life, Ada Rand attempts to improve her condition by earning the reward offered for the capture of an escaped convict. She brings about the capture of the convict only to learn too late that he is her own father.

This play will be given in Tabor City on March 8, as Southport's entry in the Carolina Dramatic Association contest play.

FULLWOOD FUNERAL

Funeral services for Charles R. Fullwood, 59, were conducted on Sunday afternoon in Wilmington. Mr. Fullwood, who was a brother of Mrs. Cassie Jorgensen, Mrs. Blanche Larsen, Mrs. Rebecca Reece and W. T. Fullwood, of Southport, was a former employee of the Atlantic Coast Line and had been confined to his bed for several years.

NOT EXATLY NEWS

Robert Marlow, the Southport boy who chauffeured Bill Payne and Wash Turner on a wild ride through rural Brunswick a few weeks before the famous outlaws were captured, still receives inquiries about his experience. One night recently some radio listeners in Southport heard a dramatization of the Payne-Turner chase in which young Marlowe figured.

Kids are cruel to their playfellows. Recently a group at play was heard making fun of one boy who is a cripple. He was a game lad, and struck out defiantly in his own defense: "Well, God made me this way and I reckon that's the way He wants me to be."

Peggy Creech, whose father was drowned last week, was too young to understand what had happened. The afternoon before the funeral she stood before the candy counter in one of the stores a long time before she timidly approached the proprietor. "Will you please, Sir, let me have two pieces of that candy. Daddy'll pay you when he gets back from fishing." The store keeper stabbed at a drop of water wending its way down his face and gave the child more candy than two-centers ever bought before in modern times.

Charlie Farrell, who was in charge of the program for Southport Woman's Club last week, sent to Mexico City several years ago by one of the leading camera manufacturing companies to open up that country for their product. Farrell speaks Mexican like a native. Harold Smith, his companion on the trip down here, has ambitions to be a news photographer.

One and all will welcome the re-opening of the Amuzu, and "Thunder Afloat" surely got the place started off with a bang. . . . Everybody with the price and a ride to town has either gone or is planning to go to see "Gone With The Wind." Best criticism we've heard so far is that it just does miss being great.

Jason Hewett, man-mountain mechanic of Bolivia, says that if he were a young fellow he'd be willing to walk to New York just to get a chance to knock out Joe Lewis. . . . Elias Cole, Southport's giant fisherman, is a patient at Dasher Memorial Hospital where he is resting comfortably—on two beds that have been strapped together for the occasion.

Advertisement for 'Hey Fellows' featuring a cartoon of a man thinking and text: 'HEY FELLOWS HERE'S THE BEST NEWS YOU'VE SEEN SINCE CHRISTMAS! A Chance To Get Your Home County Newspaper And The American Boy . . . BOTH FOR ONE YEAR FOR ONLY \$2.00'

Advertisement for 'THE PILOT—YOUR COUNTY NEWSPAPER' and 'AMERICAN BOY MAGAZINE COMPANION TO THOUSANDS'. Includes text: 'This Special offer will be made for a limited time only. Show this to your parents, tell them you want the PILOT to come to your house every week. You will also enjoy the Nation's Finest BOYS' MAGAZINE! OFFER GOOD ON NEW OR RENEWAL Subscription To THE PILOT' and a form for subscription details.