

**THE STATE PORT PILOT**  
**Southport, N. C.**  
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Wednesday, July 1, 1942

With a strip-tease performer and the aviator, much depends on the take off.

A man may be a perfect lemon, but he still loves the lime-light.

Before they're hitched, they bill a coo. Afterward, they're just billed.

**New Gas Program**

There is one thing about the new gasoline program for which you may as well prepare now: The rules and restrictions are going to be about twice as tight as they were in the first period. Everybody starts out on this program even, with a basic allotment, and it will be necessary for anyone who receives one of the supplemental cards to show that it will be used for essential driving. This time, 'essential' applies to the public welfare or to the war effort and has next to nothing to do with the personal conveniences of the person who just doesn't like the inconvenience of not having enough gasoline to do all the driving he wants to do.

Nothing is planned that will in any manner hamper the necessary travel of defense workers; but there will be a careful check to see that these persons do not take advantage of the nature of their employment in order to leave a car with good tires and a tank full of gasoline at home from three to five days in the week for a lot of frivolous driving by non-working members of the family. The sum total of the program promises to be this: A good many people will like the new plan better than they did the first because many apparent inequalities have been eliminated; but there will be a group of persons upon whom the emergency plan imposed practically no hardships who will howl their heads off about the new rationing regulations.

One thing that all motorists should be willing to do, however, is to cooperate wholeheartedly with the persons who are charged with the administration of the registration. Every single person engaged in this tedious and exacting task will be an unpaid, volunteer worker who is serving in order that you, the motorist, may register with a minimum of inconvenience. The least you can do is to help make his job as easy as possible.

**Adjustments**

We are at last beginning to feel the colossal changes war has forced on the economic and social life of the nation. And, in the next six months or so, changes in a far greater degree than anything we have yet experienced will inevitably take place.

It should be clear to everyone by now that the American standard of living, which has been infinitely luxurious by comparison with that of most of the rest of the world, will be largely abandoned for the duration. This year, our national income will be the largest in our history. But the amount of money which the people will have to spend for goods and services will be down to the lowest depression levels and perhaps lower. There are three principal reasons for that. First, and most important, is the tax burden, which will be felt in the lowest income groups, and will reach staggering proportions in the middle and high income groups. Second, War Bond purchases, whether voluntary or enforced, will take a substantial part of everyone's remaining income. Third, the price level is far above that of 1932 and 1933.

For the most part, we have not yet felt any particular lack of "luxury goods." While manufacture of such goods was stopped some time ago in most lines, stocks on hand have kept store inventories adequate. Soon it will be impossible to buy a refrigerator, an automatic heating plant, a radio, an office machine, and ten thousand and one other items, unless you have a first-class priority rating, and the item is needed for a purpose directly connected with the war. Rationing of public

transportation services may make pleasure travel impossible. And it is generally expected that a card-rationing system, similar to that now in effect for sugar, will be extended to other foods, to clothes and to many additional necessities.

Whole professions are being virtually wiped out. For example, there is the plight of the salesman. There is no need for his services if his industry is engaged in war work. If his industry is not in war work, its production is swiftly declining and he has less and less to sell. These people are being absorbed by war industry, for the most part. After the war they will face another difficult problem of readjustment.

Whole industries are in the same position. The mortality, for instance, in the businesses which have been built up about the automobile—service stations, repair shops, roadside restaurants, resorts, etc.—is great, and before long it will be tremendous. All their proprietors and employees can do is to close shop and get a war job. There is no place for their businesses in the war picture.

The face of American communities of all sizes is changing swiftly. Gigantic war plants are being developed in sections where there was little industry before. In many defense areas, population growth—unprecedented in its rapidity—has created an exceedingly severe housing and transportation problem. These problems have not yet been adequately solved, and they will grow worse. They constitute a major headache to governmental authorities.

The population trend from country to city is intense. Agricultural workers, attracted by the big wages paid by war industry, are literally leaving the farms in droves. The farm operator can't get enough labor, and, even when he can, he must offer wages that in many cases are beyond his ability to pay. This has offset a good part of the benefits of increased farm income.

The foregoing simply illustrates a few of the almost revolutionary changes that are occurring in this country. And they illustrate, by inference, what our post-war problems will be. Authorities in both business and government seem convinced that none of the problems are insoluble. They know that there will be many mistakes, many errors in judgment. But they believe that, after the war, this nation's incredible industrial plant will be able to provide jobs for all employables, and will in time bring the general standard of living to a level well beyond anything we have known. It is a healthy sign that, even as we grapple with the immense problems of war, we are also thinking ahead to the peace to come.

**Shears And Paste**

**A LESSON IN ASTRONOMY**

(Wall Street Journal.)

One day Sir Robert Ball, the famous astronomer, honored a company of friends with a generous repast in old Stratford. When the bill was presented, he said to the landlady: "Madam, I am going to give you a lesson in astronomy. In 25,000,000 years all things must return to their original condition. We shall be here again, eating a dinner precisely identical. Will you give us credit until we come back?"

"Well," replied the landlady, who had met a few like Sir Robert before, "you were here 25,000,000 years ago and left without paying your bill then. Settle that account, and I will trust you for what you had today."

**THE AFFINITY OF POTATO - TOMATO**

We are indebted to the Agricultural News Service of the College of Agriculture, University of Florida, for clarification of the family "affinity" of potatoes and tomatoes. In a recent news release it noted that reports and inquiries concerning tomatoes produced on the vines of white potatoes, often reach Dr. F. S. Jamison, truck horticulturist with the Experiment Station. These "tomatoes" he explains are simply potato fruits. Potatoes and tomatoes being closely related, the fruits are confused. Dr. Jamison, is quoted as saying that "varieties of potatoes formerly grown here never set fruit, but new varieties, such as Katahdin, set fruit quite readily. The potato which grows under ground, is a tuber and not a fruit."—Jacksonville (Fla.) Times-Union.

**WHEN THE LIGHTS COME ON!**

In Charleston and other coast cities base-ball lights must be extinguished by 9:15 o'clock. This is done in order that the illumination may not aid enemy submarines. But just wait until our inning comes—then the lights will go on again. And all over the world.—Charleston (S. C.) Evening Post.

**THE HOME FRONT**

The price ceiling covers all of Main Street now. It stands above the cash register in the shoe shine shop as well as at the butcher's; it has been extended until it shields the man who wants a clock repaired or his hat blocked quite as much as it does the customer at the corner grocery or drug store. Under this ceiling are the highest prices which may be set by laundries and furniture repairmen, the most that may be charged by auto parking lots and dry cleaners, locksmiths and gunsmiths and morticians.

All these additions to the price control structure—the whole great list would fill innumerable pages—fall into the category of what are called "consumer services." They are controlled as of July 1 by a new Office of Price Administration Regulation which transfers all such services connected with commodities from the General Maximum Price Regulations and sets them up under a special system in recognition of the fact that they constitute special problems.

**Roof Extended Widely**  
 The extension to the roof which shelters us from the high cost of living is a sizeable one. The number of establishments of one sort or another which are affected has been estimated at pretty close to 1,000,000, while the total amount spent by the buying public for the wide range of services covered amounts to more than \$5,000,000,000 a year.

For the most part the services controlled are services sold at retail, and hence the order is one which will be reflected—and happily—in almost every family budget. It will, for instance, be reflected in what the average family pays for repairs to all sorts of things. And repair services, with new goods becoming scarcer every day, are going to be increasingly important.

**Price Ceiling Completed**  
 The new regulations complete the complete system of price ceilings which was begun April 28 with the announcement of OPA's General Maximum Price Regulations. May 11 brought the ceiling which covered sales and services and commodities at the manufacturing and wholesale level, one week later a ceiling was erected over all sales of commodities at retail. So, in the space of two months, we have set our economic house in order for war, we have built solid barriers against those rising living costs which could only mean, in the end, disaster to the Home Front—disaster comparable to defeat on the field of battle.

Be sure you remember that the new regulations apply only to consumer services rendered "in connection with commodities." They're nothing to do with the fees charged by your lawyer or your architect, your barber shop or your beauty parlor.

**Temporary Idle Cause Problem**  
 One of the knottiest problems confronting us as we move to mobilize our manpower for the war production line is the temporary unemployment of skilled and semi-skilled workers caused by the shutting down of non-essential civilian industries. New York City, filled with many small plants which cannot be easily converted to war work, is a prime example. There nearly 400,000 men, many of whom are highly skilled, are jobless, at a time when war production plants in other sections of the country are crying for labor. A great deal of factory capacity, some of which can be changed over to war work, also is idle. Last week New York City's Mayor La Guardia, New York State's Governor Lehman, War Manpower Commission Chairman, Paul V. McNutt and War Production Board Chairman, Donald M. Nelson discussed this problem.

**Protect Skilled Workers**  
 Mr. McNutt and Mr. Nelson took a step last week which should speed skilled workers to war jobs and keep them there. In the past, if an unemployed man in the automobile industry was summoned back to his old job he was forced to report within a week or forfeit his seniority rights. Now if the worker has been trained for a new job he may choose to stay with his new employer and still retain seniority rights in the old plant.

The vital stake of America's 13,000,000 Negroes in the fight for freedom has been emphasized by creation of a Negro Manpower Service within the War Manpower Commission. Under the direction of Dr. Robert C. Weaver, an expert on Negro employment, the service will carry out a program of training and placement of colored workers. The unhappy race discriminations of peacetime are fast disappearing.

**O. D. T. Opens New Front**  
 Transportation must not be a bottleneck if men and materials are to move to far-flung fronts in sufficient quantities to defeat the Axis. Highly-trained soldiers waiting in cantonments, finished weapons piling up on steamship docks, are of no value

on the battlefield. The Office of Defense Transportation has opened a new offensive on the transportation front with the formation of a "U. S. Truck Conservation Corps." This corps will enlist the owners and drivers of our 5,000,000 motor trucks and thousands of others who service and supply them in a nation-wide campaign to save their machines and their tires. The President opened the offensive, saying that "it has become the patriotic duty of every truck operator in America to help in every possible way to make his truck and tires last longer." Our trucks, like our passenger cars, and our trains, must last for the duration.

**Graveyards' Help Cause**  
 Automobile graveyards yielded more than 383,253 tons of scrap metal in May, 10 percent more than in April and 100 percent more than the monthly rate in 1941. . . . Last summer's aluminum collection drive resulted in the recovery of 6,398,051 pounds, only 42½ percent of the amount expected. . . . Several million additional pounds of honey have been made available as a substitute for sugar in bakery goods, ice cream, candy and soft drinks. . . . And beekeepers have been encouraged to produce more honey by a WPB order increasing the output of wooden beehives. . . . Your landlord has not been prohibited from re-painting or redecorating your apartment if it constitutes normal "maintenance or repair." . . . Enemy-owned patents seized by the U. S. Alien Property Custodian cover a wide variety of machines and processes—Among one group of more than 750 seized last week were patents for coal mine conveyors, automatic drills for use in airplane construction, oil refining processes, and chemical compounds. . . . The patents were owned by German, Italian, Japanese and Hungarian corporations and individuals. . . . Movie Producers have advised WPB that they are taking steps to reduce the amount of film used in Hollywood and the quantity of materials used in sets. . . . WPB has amended its regulations to expedite the piping of gas, water and electricity to thousands of war housing units. . . . Some 800 new natural gas wells will be drilled in Missouri, Kansas and Oklahoma to avert a threatened shortage of fuel in war production and essential civilian activities.

particular, is seeking data on the shifts in consumer income and consumer expenditure which are taking place with extraordinary rapidity. A two-pronged inquiry will include the testing of spending in cities and towns and in rural areas. For instance, the Federal statisticians want to know what the urban community worker is spending his money for and how much he is putting in savings and how much in war bonds, and so forth. The same information will be sought in country districts. The admission that the Office of Price Administration wants facts of this sort indicates additional controls on inflation are under consideration. While these inquiries are actually sampling and not completely covered, the results have been surprisingly accurate. It is not generally known, but it is true, that war has hastened the streamlining of school systems. A House committee was advised a few days ago that Federal educational officials had induced colleges to speed up their output of graduates. Under auspices of the government these schools of higher learning set up accelerated programs so that instead of operating only 36 weeks in the calendar year they would operate at least 48 weeks. This means three semesters, thus making it possible for technical students to complete a 4-year college course in from 2-3 to 3 calendar years. The drawback of this intensified training is that poor students have no chance to earn money to defray part of their college expense. U. S. Commissioner of Education is seeking a \$10,000,000 appropriation to overcome the financial handicap of these students. It is proposed to make government loans to these ambitious youngsters at a rate of \$500 a year to enable them to pursue

**WASHINGTON LETTER**

Washington, July 1.—Military reverses of united nations' forces have a sobering effect on Congressional thinking which, for a time at least, places controversial domestic issues in a secondary position. Experts advise that deliveries of munitions must be speeded along with extensive training of larger armies. Despite political effects of heavier taxation, the gravity of the overseas war together with sample attacks on the West Coast had a distinct tendency to make the legislator buckle down to hard and fast problems. Though the lawmakers have voted enormous appropriations for war purposes, it was another matter to have them fix tax rates to pay part of the expense. The forthcoming debate on the new internal revenue bill will be replete with explanations as to the need of tapping taxpayers' pocketbooks.

Back of the tremendous upsurge in the war materials production rate is the government's program of having workers acquire quickly the high skill necessary in these days of speed in factories. It is entirely different from the apprentice training which requires more time. Specialists drafted for war work go into plants and explain to managements, superintendents, and foremen the method of getting people into production quickly, the methods of training on the job, and methods of up grading. The term "up grading" means to get each man in the skill which he is best qualified to do, so that every man will be working at his top skill. The second phase is to train new people into specialized operations, so that one man will be doing just one thing. War contractors have instructors working in over 3,000 plants. To take care of the 10,000,000 men and women who will be added to industry means that about 800,000 men in this country will have the job of breaking in the new workers. They do not know how to do it quickly. So far they have reached 80,000 of the 800,000 who should be reached by the end of the year.

As a probable prelude to more restrictions on private spending, it is known that the government is about to launch several new studies. It is proposed to make a survey of the pattern of income, savings, and expenditures in the second quarter of 1942, the third quarter of 1942, the year 1942, as a whole, and for the first quarter of 1943. The Treasury, in

**--- NOT EXACTLY NEWS ---**

That picnic they're planning for Saturday afternoon ought to be a whale of a lot of fun, and it isn't the sort of thing that will require a lot of unnecessary driving. . . . They're telling around Charlotte that Mrs. R. D. White caught Henry Stone fishing in her well. Is that where you got that whooper perch, Professor?

"Smilin' Through" is a movie that has been done over a lot of times and in many ways, but the latest and best version is the one with Jeanette McDonald and her husband, Gene Raymond. It's playing tonight and tomorrow at the Amuzu. . . . Incidentally, folks here didn't have any idea to what extent they depend upon the movies for amusement until there was no show either Thursday or Friday night of last week.

Recruiter Jesse Helms, here last Thursday for the purpose of talking to prospects about joining the Navy, is a veteran newspaperman of 22-years. He held top jobs on both The News and Observer and The Raleigh Times, and now he's doing a top job of contacting intelligent, ambitious youngsters for Uncle Sam's team. . . . An award of merit

for the biggest improvement in the most needed department should go to Postmaster Yaskoff for the interior decorating done during the past week at the local P. O. Incidentally, there are a lot of people in town who know now that those "one paint" signs were more than just propaganda.

Almost before he has had a chance to get started in the milk goat business, Dr. Roy Daniels has had several chances to sell some of his stock. . . . Smokey is a popular pet name in Southport. Billie Sanders brought back a pretty little Spanish who bears this appropriate name; Slim Osborne has a coon hound that also is no victim of a misnomer; and there's little reason to wonder why it is that the horse that W. B. Keziah rides about town also is called Smokey.

Breman Furpless found his pet tabby mangled up pretty badly the other day and carried him to Wilmington to a veterinarian. When he got back the cat had braces on three places on its lower jaw, so for the time being, at least, there'll be only muffled "meowing" from the Furpless back yard.

parents, Mr. and Mrs. T. R. Phelps.

Kenward, the small son of Mr. and Mrs. J. M. Bennett has been ill for a few days.

Mrs. Gussie Edwards and children, Miram and H. J., Jr., of Bladenboro, spent Sunday here.

W. A. Phelps and Newby Edwards made a business trip to Southport Monday.

Mrs. C. C. Fuss, of Bolivia, spent Sunday here with relatives.

Mrs. W. E. Jacobs, of Pireaux, spent a few days here with her parents, Mr. and Mrs. T. R. Phelps recently.

**CHURCHES**

**TOWN CREEK**  
 Minister: Walter Pavy, Zion Parsonage, Town Creek Sunday, July 5, 1942.

**ZION**  
 10 a. m. Church school and Church United service. Classes for all ages. Sermon: "Our Nation's Birthday." 8:00 p. m. The Youth Fellowship.

**PINEY GROVE**  
 Church school 4:00 p. m. Public worship at 4:30 p. m.

**SHILOH**  
 Church school at 4:00 p. m. Youth Fellowship Friday at 7:30 p. m.

**BOLIVIA**  
 Church school at 10:30 a. m. Superintendent Kenneth McKeithan, Youth Fellowship at 8:00 p. m.; public worship at 8:30 p. m.

**SAVE TIME . . .**

**SAVE TRAVEL . . .**

**. . . SAVE MONEY**

**Roland Simmons**

**Service Station**

**ASH, N. C.**

**SEND HIM THE PAPER**  
**REMEMBER THIS:—**

**There's no better way to keep a lad happy in the Army or the Navy than to keep him informed about what is happening at home.**

**If you aren't such a good hand at writing letters, then one mighty simple way to attend to this matter is to send him his home county newspaper every week.**

**THE STATE PORT PILOT**  
**"Your County Newspaper"**  
**SOUTHPORT, - - - N. C.**