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JAMES M. HARPER, JR., Editor

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German Front Morale Seems Failing Now

THERE appears to be little doubt that the terrific Allied bombing to which the German people have been subjected in hundreds of their greatest cities has caused disintegration of civilian morale.

The Allies are gaining mastery of the air and they have uninterrupted production to maintain that mastery and increase it.

We are winning, all the more reason why we should surge forward until Hitlerism is given its complete knockout and the full resources of the Allied nations can then be directed against the Japanese.

Boys Who Worked Will Win As Men

THIS fall is bringing out at least one interesting fact. Many a small boy rallied to the aid of his dad and helped him to overcome the shortage of regular labor that is necessary to carry on farm work.

Not just one but many farmers have remarked to us in recent weeks that their young sons have been a great help to them. Some of these young helpers whom the fathers acclaimed have not yet reached their teens.

Those youngsters, both boys and girls, who labored on the farms or at other useful tasks during the summer, and who are still carrying on after school hours, are representative of the spirit that created the American Nation.

Editorial Gems In Today's Advertising

IF you read advertising, as of course you do, your attention has probably been struck by the fact that the great business houses, with reputations and successes founded on advertising and square dealing, are carrying on.

Naturally some people, who usually just glance over advertisements, wonder why these houses pay millions of dollars to keep their space.

You can easily find the answer. It is that they are all out to win the war. This is the day when the government, and the government means the American people, needs informative advertising.

National advertisers are now writing editorials that back the war effort, that sell bonds, that make the public understand a little better how the war is affecting other people.

Keep The Record Clear

THE people of the United States have become so used to enjoying railroad transportation that is practically free of accidents to passengers, that they are shocked when a train wreck does occur.

It is true that the number of passenger fatalities this year will exceed those of any year for the past twenty years, al-

though the fatalities per 100,000,000 passenger-miles are very little more than they were in 1940, 1926 and 1925, and less than they were in 1922 and some of the earlier years.

Figures show that the chances of the average passenger being killed in a train wreck are on a ratio of but one chance in four million. This means, even at the death rate this year, the average passenger can look forward to traveling in safety 370,000,000 miles—a journey which would require constant travel for about 1200 years.

If one could be as safe from accidental death at home or in recreation as on the train, untold grief and suffering would be averted.

The New York Times points out editorially that just to keep a sense of proportion, it is well to remember that seven bad railroad crashes since 1940 have cost 175 lives; whereas in the single year of 1941 automobile accidents killed 40,000 people in the United States.

It is miraculous that with the tremendous traffic that American railroads are handling, such an infinitesimal proportion of persons have been injured or killed.

Economy Needed Even In Wartime

NOBODY can deny that there has been tremendous waste and extravagance in building the world's biggest and most formidable war machine here in America. That right at this moment is providing weapons for the sharpest criticism of the administration.

The nefarious "cost-plus" policy used by the government in awarding contracts has provided the most glaring example of extravagance at its worst. Under this system, a premium was put upon waste and extravagance. A contractor given a job to do, received a certain percentage of all that he managed to spend, consequently, many a contractor devised ingenious methods of spending money which heretofore had been unheard of.

Washington is reverberating with cries of the people back home for more economy in the operation of our government and the building of our war machine. The attitude of the folks at home is to spare no necessary expense to see that the tools of war are given to the boys at the front, and get them there on time, but let's see to it that such expense is NECESSARY, and that the taxpayer's hard-earned money is not squandered.

Thursday in Washington Rep. Doughton, chairman of the House Ways and Means Committee, declared that the administration officials have promised to bend all efforts to economize. On that assurance that expenditures will be "streamlined," the House Ways and Means Committee, which originates all revenue legislation, voted to continue work on a tax bill. Previously, the committee had evinced a disposition to hold in abeyance any action toward getting new taxes until there was some assurance that there would be more economy in government.

Shears And Paste

PAID WHILE TRAINING

(The Wilmington Morning Star) It is possible that a number of women and girls in this vicinity would have taken courses in nursing if it had not been for the necessity of earning a living at the same time. After a hard day's work, and women in business are hard workers, physical weariness doubtless prevented many from taking night courses.

Now the situation is changed. There is no longer any need for recruits to work for their living while in training. They will be paid during their student period from funds made available by the government. Their salaries will range from \$15 to \$30 a month in addition to living expenses.

The James Walker Memorial Hospital is among the group designated for training recruits in the Cadet Nurse Corps. The hospital's superintendent, Charles W. Mangum, will pass on applications for some time to come. The initial course will be started in February. All that is needed to be eligible is a high school diploma and a willing heart.

Com. Campbell Raises Section Base To 4.0 Rating

(Continued On Page Four) and activities with the trained eye of a 44-year seaman he dubbed it a "combination of the Chinese and Haitian navies with a little of the Dominican Republic thrown in for additional off-color."

Now after three months of rigorous discipline and unceasing vigilance on his part, he declares the officers and enlisted men to be the best he has ever had in a command and adds that "any mistakes made here are my fault—not the crew's."

Dynamic is the word for him. Though short of stature he throws a long shadow, as any member of his crew will tell you. There is no escaping this long shadow, the men say, and the magical improvement at the station is a direct result of it.

The Southport base is housed in old Fort Caswell which was a defense outpost for Wilmington during the War Between the States. It also was in use at the time of the Spanish-American War and it housed a detachment of Uncle Sam's military forces during the first World War.

The dust found on the walls and floors of the buildings by Commander Campbell was in three distinct strata—one stratum for each of the three wars.

Small wonder then that the men who had to bed down in such an unwholesome atmosphere were careless about the cleanliness of their uniforms; that they were careless also about the tilt of their caps and were unable to attach any great importance to the salute and other signs of respect for their officers.

Commander Campbell recently received his 104th letter from a mother in which she quoted her son as saying he was happy. His quarters now are clean. His food is good. Best of all, he is learning something and doing something of value to his country. His commanding officer is hard but fair.

Tersely put: "He is like a stern but just father." That is the Navy's idea of the ideal relationship between the commanding officer and the enlisted man. One is equally ready to "go down the line" with the other.

As the Captain moves around the Southport station he checks up not only on the activity and decorum of his charges, but also on their domestic obligations. A fuzzy-cheeked seaman third class is met upon the walk. He snaps to attention, salutes. The Captain returns it, starts ahead, then wheels suddenly:

"Smith?" "Yes, sir" "Have you answered your father's letter yet?"

"No, sir, but I—" "Go answer it now and bring it to my office. I'll mail it for you."

Another enlisted man is spotted out of the corner of his eye.

"Walton!" he roars. The sailor comes forward on the double.

"How many of those 56 hours of guard duty have you walked?" "Thirty-two, sir."

"O. K. that's enough. You won't make that mistake again, will you?"

"No, sir! And thank you, sir." So it goes. The small things as well as the large. Training, training, training.

Needless waste is one thing that Commander Campbell will not tolerate. Recently when he saw a pile of wood that had been used in construction work about to be made into a bonfire, he called a halt to this operation.

"There must be some people who need that wood," he observed. When he learned that there was extreme difficulty in obtaining fuel in Southport, he gave this material to his men and it will help solve the wood problem in this community during the next few months. Moreover, fuel from this source has also been made available to the Southport Public Library and to the Red Cross Surgical Dressings room through the kindness of Commander Campbell.

Not all of the important changes that have taken place since July have been confined to the section base. Immediately upon his arrival Commander Campbell made it known that his officers and men would be given every opportunity to attend religious services on Sunday. He followed up this declaration of policy by making transportation available, and the result has been a large increase in attendance of service men at each of the five churches in Southport.

Commander Campbell was asked to put on a Third War Loan campaign at his station.

He called together the wives of his officers and men.

"I have been all over the world many times," he said. "I have known beauties in Hollywood, on Broadway and in many other ports celebrated for their beauties. If the beauties of Hollywood can sell bonds to the big-wigs of Washington, why can't the wives of my men, who are every bit as beautiful and as well dressed, sell bonds to the men here?"

His point was proved. When the women had ceased climbing aboard boats to collar men there was a 100 per cent participation. In a little more than an hour and a half, \$32,000 worth of bonds were sold. One boat out on

patrol wired in that \$580 had been subscribed aboard.

To the wives of his men, Commander Campbell gives full credit for the following letter of commendation from Rear Admiral Jules James, USN, Commandant of the Sixth Naval District:

"Considering the number of officers and men attached to the subject activity, the results of the drive are considered outstanding. The Commandant congratulates the commanding officer and the personnel of his command on their fine spirit."

Compare this with the disgruntled spirit of the base before the new Skipper's arrival. It is but one example the new interest instilled in the Inshore Patrol's lame duck.

There was practically no recreation when the new skipper arrived. He saw the unused boxing ring. He pointed to it. "Unless we have a boxing program in that ring next Friday night I will burn it to the ground." Commander Campbell had been Fleet lightweight boxing champion for four years. Boxing shows have been held regularly at Southport Section base.

The Skipper is manager, coach and trainer of the station's softball team. It plays without regulation uniforms. Yet it is unbeaten against such championship teams as the Wilmington Coast Guard, the Laurinburg-Maxton Army Air Base, the Army Combat team, the Raleigh city champs and the Charleston Coast Guard.

The Skipper occupies the right-hand corner of the player's bench. He gives bating, base-running and fielding instructions. He watches the men for signs of poor condition or lack of interest.

He baits the umpires, rides the opposing batters and fielders and has a regular picnic with the baseline coaches. Most of all he rides his own players.

"Keeps 'em on edge," he says. "Most basehall lapses are caused by lack of concentration. Keep 'em scared and you keep 'em thinking."

In his youth, Commander Campbell was captain and second baseman on the Fleet baseball team as well as quarterback and field general on the football team.

He applies his baseball managerial tactics to station routine. He keeps his officers and men scared to keep them thinking. They retire wondering worriedly what they did or did not do that day that will cause the captain to haul them on the carpet. They greet reveille with the same worried wonderment, fearful of doing something that day which will make them subject to the Skipper's sarcastic censure.

But, as he points, this keeps them concentrating. He is a firm believer in the Old Navy doctrine that the "first 24 hours belongs to the Navy, the rest of the time is yours."

Sure, the Southport Skipper is hard-boiled. Sure, he is autocratic and fault-finding, constantly on the lookout for mistakes and omissions. The boys say he is omniscient and omnipresent, only their words are "The Skipper knows everything and seems to be everywhere at once." But after the station received the first 4.0 (excellent) rating in the Sixth district they got up a surprise "4.0 Party" in the Skipper's honor and the Commander of the Inshore Patrol, to whom Southport Section base had formerly been a headache, drove 165 miles with his wife to pay tribute with the boys to the Southport Skipper.

The amazing memory possessed by their skipper enables him to call every man on the station by his first name. When he sees an enlisted man with his cap tilted at an unmillitary angle or tossing trash upon the grounds, or smoking when the smoking lamp is out, he makes a mental note.

Next morning he tells his aide to have Tom Jenkins, Harry Smith etc., to report to the bridge.

There they get a dressing down in idiomatic Irish they never forget.

Commander George T. Campbell, USN, an old line Navy man for 44 years, is having the best time of his life. He has the biggest bunch of 'ikids' to father he ever had.

He is making Navy men on a wholesale scale.

Col. Kenneth H. Kinsler Is Killed In Action In Pacific

(Continued From Page One) Miss Katherine Thompson, daughter of the late J. W. and Mrs. Anna Thompson of Southport.

To this union one son, Kenneth, Jr. was born. Since September he has been attending Porter Military Academy at Charleston.

Following his marriage, Lt. Kinsler served at many posts in the United States and in Hawaii and the Canal Zone. As a Major, he served at Fort Benning, Ga., and there organized the first regiment of paratroopers. From Fort Benning he was sent to Panama for a brief period and was recalled from that post to organize and take command of the regiment of paratroopers which trained at Fort Bragg during the latter part of 1941 and the early part of 1942. With this regiment he crossed the Pacific for combat against the Japanese in September of last year. While at Fort Bragg he was promoted to the rank of full Colonel.

In addition to the wife and son

--- NOT EXACTLY NEWS ---

The cold weather last week gave Register of Deeds Amos Walton the urge to go home and kill a hog or two... We've often wondered why we so seldom see our old friend, A. M. Beck, of Winnabow, in town. Last time he was here he said his health had not been so good... Former County Commissioner, H. O. Peterson, looked just as good as always when in town last week... Since we've heard all the reports of boys helping out on the farms, don't tell us they are not doing their part to help win the war... There's still plenty of share-the-ride spirit. Every time we go to the country, to visit farmer friends, some one gets the idea we have run away from home and he offers to bring us back.

"Yes, sir, we are giving first attention to defense jobs and are doing our best to keep things rolling," said Q. L. Lewis, manager of the repair department of Willetts Motor Co. at Bolivia... Thompson McRackan, from Walden's Creek, has been marketing some unusually nice turnips... J. D. Johnson, of Bolivia, lumberman for many years, is like a printer. He can't get away from the smell of sawdust. We found him at a mill the other day... County Agent Dodson likes to refer to the Danford boys of near Bolivia as good farmers... Traffic gets heavy three times a day out on Route 17, as shipyard workers come and go.

The W. B. & S. Bus Lines, Inc., makes five-round trips daily, between Southport and Wilmington. To give an idea of the amount of traffic, there were 41 passengers on one of these buses for the relatively short distance between Bolivia and

Southport during a mid-week trip... With the details off the record until we get everything in order, it can be said that Brunswick County Post of the American Legion will observe Armistice Day on November 11th... J. J. Loughlin, Jr., business manager for the Arthur Doshier Memorial Hospital, nearly had a serious accident one night last week... With orderly on duty he offered to substitute, and at midnight he went into one of the wards and tendants rolled a lady with a baby into the ward where he was, and rolled him into the ward where the lady had been. Another nurse had, meantime, been taking care of the baby, and not being aided of the shift in occupants of the room, she rolled the baby back where its mother had been and it in the bed with Joe.

A hen belonging to Mrs. J. P. Hand, of Bolivia, went on a vacation one day last week. In the to not slow down in war-time production, she laid a six-ounce egg the day before and another on the cuncer the day after the holiday... They say a number of hogs in Brunswick has doubled, and have a further idea that the slaughtering of each hog will also show a big increase.

Even with so many men in service, Brunswick county men and women are probably doing just as much work now as they do during the best farm season. There are still some crops to be harvested, small grain to be planted, farms, livestock and poultry to be looked after, repairs on buildings and a hundred different things in addition to defense work.

at Southport Colonel Kinsler is her family in Norfolk. It has been a real pleasure to work with the Mrs. A. E. Kinsler, of Davenport, USA in this fine community and I shall carry with me many pleasant memories.

RESIGNS JOB AS CLUB HOSTESS

(Continued From Page One) were not able to help themselves.

Mrs. Marshall said in her own words that these last two years with the USO have been the happiest of her life. Her position with the USO came just after the death of her husband, Rev. Arthur H. Marshall, former rector of St. Phillips Episcopal church, and afforded her an outlet for service that she had become so used to rendering.

"It is with deepest regret that I tender my resignation," she said last night to members of the Committee of Management, "but I have reached a decision to accept work nearer my only daughter and

her family in Norfolk. It has been a real pleasure to work with the Mrs. A. E. Kinsler, of Davenport, USA in this fine community and I shall carry with me many pleasant memories."

One of the fondest memories of her work here at the club was last Christmas when she received over three hundred-fifty cards from men in the service. On top of that, members of the Coast Guard stationed in this vicinity presented her a beautiful gold wrist watch. But perhaps the high point of generosity as expressed toward Mrs. Marshall was on last Valentine's Day when she was the recipient of thirteen boxes of candy from the boys in service—and she doesn't eat candy!

MRS. FINCH DIES SUDDENLY MONDAY

(Continued from page 1)

spending much of the time with her children, who reside elsewhere. She was a very active member of the Southport Baptist church and was interested in all civil matters.

Surviving her are five daughters, four sons and quite a number of grandchildren. The daughters are Mrs. E. Skeritt, Montgomery, Ala.; Owen W. Massey, Zebulon; Reddin J. Lamm, Wilson; Roy C. Daniel and Mrs. E. Weeks, Southport; Henry Finch, Wilmington; John Finch, Pennings, N. J.; and Ben P. Finch, Southport.

Funeral arrangements have yet been made, pending the removal of the body from the morgue. It was stated this morning, however, that the service would be at the Southport Baptist church with Rev. pastor, A. L. Brown, in charge. Interment will be in the old Southport cemetery, beside the grave of her husband.

MEDICAL

Cleford Caison, of Supply, a medical patient at Doshier Memorial Hospital, having recovered there on Thursday.

THIS WEEK and EVERY WEEK

News about people, places and events in Brunswick County gathered and written primarily for the information of persons interested in Brunswick County.

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