

The State Port Pilot

Southport, N. C.

Published Every Wednesday

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(On Leave of Absence, In U. S. N. R.)

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Wednesday, June 14, 1944

Distance Will Lessen

The Russian armies at Lwow are 500 air miles from Berlin; General Clark's 5th Army of American and British forces is 737 miles from the German capital and in Normandy, France, last week, the greatest and most highly powered army of British and American soldiers took foothold 615 miles from Berlin.

These are relatively short distances in this age of rapid transportation. The Allies are now nearer to Berlin than they were at any time before Armistice Day on November 11, 1918. The distance from Lwow, Rome and Le Harve must seem appallingly short to the few Germans who can think of themselves without promptings from the Hitler-Goebels combination.

There is an old saying "All roads lead to Rome". Before the year is out there will be a much traveled road from Rome to Berlin, another from Le Harve to Berlin and a third from Lwow to Berlin. The travel may be slow for the next few weeks, but it will be one way until the end of the road is reached and the flags of the three greatest countries are hoisted over Berlin.

Liberation Has Begun

The liberation of Europe has begun and while sons, brothers and husbands are overseas fighting for that liberty, and our own, there has come a clear call for the American people at home to back them up by buying war bonds.

It is a call that few who have the means and a clear undertaking can resist. Those boys are fighting for us as much as they are fighting for the liberation of Europe. United States War Bonds are the best investment in the United States today. We owe it to ourselves to make such investments and, far more, we owe it to the men who are in service, fighting our battles for us.

In all previous war bonds sales Brunswick has gone over the top. This time let us do it in a hurry. If you have not bought yours yet do it this week, while the men in the service are having their hardest hours. Thousands are being killed or disabled and we can and should back them by buying bonds.

No Other Course Open

In ordering the County Attorney to foreclose all property on which taxes have not been paid for five years, the Board of Commissioners of Brunswick followed the only course left open to them. The debts of the county must be paid and current obligations must also be met. There is no fairness in taking tax money from those who will pay and letting go those who won't. The only fair thing to do is to have all share the burden.

A lot of the tax money that is now due the county became due simply because those who owe taxes failed to pay in the belief that neither previous Boards of Commissioners or this one would do anything to force payment. So long as they could get away with it they were content.

We think that before any delinquent tax payer starts out to criticize the commissioners for ordering tax foreclosures, he should first talk over the matter with some of his neighbors who have been paying theirs. Get the viewpoint of the man who has been paying.

Progress In The Medical Profession

It will be welcome news to hundreds of thousands of fathers and mothers whose sons are in service in tropical countries to read the statement of Rear Admiral Luther Sheldon, Jr., Assistant Chief of the Navy Bureau of Medicine and Surgery, to the effect that "the danger of tropical diseases for our armed forces has been overcome to a large extent." The Navy medical officers feel that they "have the problem licked."

Admiral Sheldon said that he was not now at liberty to give details on the conquest of the tropical diseases, but to medical men who have heard his statement on the subject, it meant the equivalent of a major victory on the battlefield.

The Railroads Of Tomorrow

The Association of American Railroads has released an interesting report on the railroads of tomorrow. It is based on facts, not dreams. It says in part:

"The railroad of today is, and the railroad of tomorrow will be, essentially a machine for the mass production of transportation with minimum expenditure of labor and power, and with maximum efficiency.

"... The track of the future will be made of better and tougher steel. It will have fewer joints... It will be safer track and... make possible higher speeds... it will enable a given unit of power to pull heavier trains.

"... Cars will be made of lighter weight, high-tensile metals, not so much for the purpose of increasing the speed of trains as of decreasing dead weight... so that a given unit of power may perform a greater amount of transportation work. These cars will have improved draft gear... trucks... and brakes to permit smoother handling..."

"The locomotive power of the future will be varied, depending on needs in particular situations... There will be a greatly accelerated use of Diesel power in road passenger and freight service, and even more in switching. There may be steam-turbine or gas-turbine locomotives; or... There may be locomotives using the power of atomic explosion, but for a long while to come the bulk of the service will be accomplished by steam engines. In horsepower per axle, per pound of fuel, and especially in performance ability at speeds above forty miles per hour, the steam engine has shown startling development.

"... On the passenger side, the line of development will be enlargement of the air-conditioned, streamlined era which was well underway when interrupted by war. There will be new types of all-room Pullman cars so arranged that rooms may be sold at not much more than the present price of a lower berth. There will be other sleeping cars designed to sell space at prices well below the present rate. The forerunners of both types of cars are in existence now... In general, railroad passenger service will stress spaciousness, comfort and smartness rather than great increase in speed.

"... During the night he had crossed the channel geared for battle. He hadn't said much. But his thoughts had overwhelmed him. This was it, the thing training had pointed for months on end. A nostalgic sweep of emotions seized him. He thought of a familiar street, and more familiar faces. Countless pictures of home raced in like torrents, — the rose bush in the garden in full bloom when he left, the comfortable chair in the living room where he had spent many contented hours deep in the pages of a book, school days and school friends, the office force who had wished him good luck and Godspeed the day he left, the pride and heartbreak of a mother when she stood there and watched him leave carrying with him her hopes and his.

And there was Skip, the dog, whose sky had fallen in when he had left. Even when the dim coastline of a fortress continent began to silhouette against the horizon and he knew that zero hour was at hand, nostalgia still had him in its grips.

He went in with the first wave. Afraid? Well, he was human and no amount of tough training could make a man entirely calm when he knew that his chances of coming through were not balanced in his favor.

He hit the beach running amid the rattle of machine gun and the explosions of mortar fire. And then it happened. His gun dropped to the ground. He staggered. He crumpled and died.

That was the end for him. The war was over without his knowing what had happened. Maybe that was your boy. It could have been. It was some mother's boy, some mother who would have gladly given her life if through that sacrifice she might have seen him spared to realize the dreams which he had nurtured so fondly.

Listen folks! That isn't an imaginary story. That is happening this very moment on beaches, in jungles, along sea-lanes, in skies around the world.

And they are looking homeward for support. Looking to Southport and Brunswick county for what it takes to put an end to this killing.

They are saying, "Buddy, buy an extra bond. It won't hurt you and it'll help us tremendously. We'll do the fighting and the dying. All we ask of you is to do the buying."

Citizens of Southport and Brunswick county; Today is D-Day for you. The Fifth War Loan drive is now underway. Back the attack. Buy more than before.

Even that wouldn't be sufficient appreciation for the sacrifices of the men who are taking the hell of war in stride, many of them giving their lives this very moment.

An Editorial

Last night a boy died. He was just like any other average American boy, tousled-haired, blue-eyed, with a spontaneous smile and friendliness that made him the attraction of any company.

The other day he was at home and didn't know what it meant to be living in a world where killing was the principal art.

He went to his work each day with a spring in his step that meant certain success for him. He was alert, ambitious, keen. His neighbors said, "You needn't worry about him. He'll make his way."

He had dreamed his dreams. One day he would have a business of his own and would know the deep inner content of coming through a wicket gate at night into a place called home. There would be peace there, the peace of independence, of companionship, of children playing around on the floor, of inner confidence that all was well.

And best of all, he had built up an honor that was like a fortress. There was nothing small about his life or about his dreams. Handed down to him from the training of honorable parents was a heritage of honor which would never be besmirched. He was reared that way. To him character was a citadel in which he would live without interruption come what may.

He was the life of parties in the neighborhood. His boy friends loved him because of his staunch, easy, natural friendship. Girl friends admired because they saw in him something they wanted in a man.

Don't be misled. He wasn't perfect, nor scarcely did he aspire to be. He was an ordinary boy, facing ordinary temptations, with ordinary ambitions, and genuinely in love with folks and life.

But he died last night. He died without knowing how he died. Like a flash, in the twinkling of an eye, it was "blowout" for him.

In company with comrades of battle, he had stormed the beach-head just as dawn had begun to paint the eastern horizon with a glow of mixed gold and grey.

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He thought of a familiar street, and more familiar faces. Countless pictures of home raced in like torrents, — the rose bush in the garden in full bloom when he left, the comfortable chair in the living room where he had spent many contented hours deep in the pages of a book, school days and school friends, the office force who had wished him good luck and Godspeed the day he left, the pride and heartbreak of a mother when she stood there and watched him leave carrying with him her hopes and his.

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Combine schools are now being held in the Piedmont section of North Carolina under the direction of Joe Blicke, Extension engineer.

--- NOT EXACTLY NEWS ---

Bill Finch, young son of Mr. and Mrs. Pearce Cramer, is an enterprising young man. Last week he set up a stand beside Watson's Drug Store, which his father operates, and sold sherbet at a nickel a cup. He painted a big sign advertising "Sherbet" for sale and we understand that he made \$5.00 in one day. Besides having an eye for business, Bill apparently has a head for management. He succeeded in getting other boys to do the work for him and he didn't have to stay at his place of business unless he wanted to see how things were progressing.

Lawyer Dwight McEwen has a well equipped shop in the rear of his office building where he spends many pleasant hours making various things. Besides toys of all descriptions, Mr. McEwen has made lamps, cabinets, and a number of other things. This is a hobby which keeps him occupied at night when his office work is done and he says that it is a joy to him to keep busy in this way.

Kenneth "Sonny" Kinsler can be seen daily riding his newly acquired pony. It is a white one and he has a wonderful time riding him... Captain Charlie Swan is working hard to get his boat painted and ready to go in the water on the coming high tide.

We heard from Mrs. Rudolph Sanders the other day. She and Commander Sanders and the two boys are living near San Diego. She enclosed a picture taken in Tia Juana, Mexico, of Billy and John in a donkey cart with Forrest Meiere perched astride the donkey. Billy had his arm in a sling, having broken it just the day after school closed.

We stopped by Ash postoffice the other day and saw Mrs. Mary E. Smith about whom we wrote some time ago. She tells us that our write-up about her many descendants in the Waccamaw School was correct but not complete. It seems we didn't have them all in. The correct information, up to the time we talked to Mrs. Smith, is that she has eleven children, forty three grandchildren, and twenty-nine great grandchildren.

tion in the strength of the Army. It is evident from the voluntary appearance of Sidney Hillman, head of the C. I. O.'s Political Action Committee, before a Senate committee this week that the organized labor vote plays an important part in partisan calculations. The House had previously side-stepped a measure which would have forced a roll call vote on labor amendments to the Price Control Act. It is also reported that word has been passed down the line to procurement agencies to go slow about cut-back procedures on war contracts. These conversions or shut-downs of war material production put thousands out of work or require transfers to other vital industries. The result is that many employees cannot qualify within the legal time limit as a resident voter—and there is the rub.

WASHINGTON LETTER

WASHINGTON, June 14.—Necessarily forced to play second fiddle to the war, politicians are striving to hold even a portion of the public's attention on their doings at the Chicago nominating conventions. They cannot afford to allow the development of an indifferent attitude in their bids for the voters' support. Resigned as they are to a subordinate role, their current plans call for whooping it up at the Windy City to claim a fair share of the news coverage and radio time for their party's candidates. They are working longer and faster to wind up next week's recess. Already a vanguard of Republicans are in Chicago for pre-convention conferences and transportation space from here and New York is at a premium. Working against time is traceable to a desire of Congress to override possible Presidential vetoes of bills, like the O. P. A. extension measure. Both parties are not settled as to the wisdom of an all-summer recess as compared with a month's absence for the two conventions. The fact is the rank and file of lawmakers cannot gauge the sentiments of their constituents as to whether it is best to stay here during the height of the invasion or go home for electioneering purposes.

Congress itself was brought face to face with military operations in the consideration of the Army appropriation bill. The House has not pinched the purse strings. They proceeded to make the money available with the contention that there is no warrant for some current assumptions that the war with Germany will terminate before the end of the present calendar year. As our armies advance, the money will be provided for giving aid to civilians in recaptured areas while occupied by our military forces and before such forces move on and safely can turn over such responsibility to the United Nations. Relief and Rehabilitation Administration. It is officially stated by December 31, 1944, approximately 5,000,000 will be overseas and 2.7 million will remain within the United States. The movement overseas will continue at a high rate during 1945.

The legislators realize they have the backing of public opinion in their grants of funds for war purposes. They are, however, taking precautions to halt unwise expenditures by military and naval men. Main objection to the use of blank checks by the military is the use within the continental United States. They are willing to allow the military commanders in actual theatres of war to spend as the situation warrants. Frequently it is a military necessity that we feed the population behind our own lines. News dispatches that the invasion forces were furnished with French currency provoked interest on Capitol Hill as to the Army's policy. The occupation troops use two kinds of currency, namely, "Spearhead" and "occupation"—employed by the United States forces in military operations. This distinctive mark was adopted partly for security reasons to permit the isolation of the currency if it fell into the hands of the enemy, and partly to facilitate its entry into the United States by freeing it from present restrictions on ordinary United States currency.

Contrary to wishful thinking, Lt. General McNarney, Deputy Chief of Staff, has emphasized to the lawmakers that if the war ended tomorrow we could not immediately reduce the size of the Army. There is the question of transporting the men back to the United States and discharging them, which will all take time, a minimum of probably 3 months before there would be any reduction in the strength of the Army.

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Neely Warns Invasion Is Not Victory

Invasion is not victory but only the prelude to realization of the peace to which most of the world is looking forward "and the road to that peace is long and rough."

This was the comment made yesterday by Lt. Cmdr. C. B. Neely of Raleigh, officer in charge of recruiting and induction for the Navy in North Carolina, in urging young women of the state to join the WAVES and "do your part in hastening the conclusion of this war."

"Many persons now are prone to minimize the scope of the war because the long-awaited invasion has started," Commander Neely said. "Nothing could be more damaging to the war effort. It still is, and will be for a long time to come, the duty of every American to put forth his and her greatest efforts to bring about victory and peace.

"Hundreds of men now on the fighting fronts are there because they were released from their shore posts by young women who have donned the uniform of the Navy. Yet thousands of young women are urgently needed to release more men for combat duty.

"The invasion, as was expected, will take a heavy toll of life. Those who fall must be replaced. That is possible only through the enlistment of women who will take over jobs now confining men to shore duty.

V FOR FIVE AND V FOR VICTORY



D. R. Fitzpatrick—St. Louis Post-Dispatch

Animal Diseases Hindering Meat Production Controlled

Greenwood Says North Carolina Has Not Failed Service Men And Women In Production Of Meat For Military And Lend-Lease Needs

By Thompson Greenwood, Editor N. C. Department of Agriculture
RALEIGH, June 11.—(AP)—This State has not failed its 365,000 service men and women in the production of meat for military and lend-lease needs.

Due to the close cooperation between the Veterinary division of the N. C. Department of Agriculture, virtually all the animal diseases which hindered meat production in the critical days of the last war and the Civil War have been brought under control, according to Dr. N. B. Tyler, Department veterinarian.

He said that at one time during the Civil War, for example, hog cholera swept through the land like wildfire, carrying with it millions of pounds of meat needed at the front. Tick fever was making huge inroads on the cattle herds. Clanders so reduced the horse population in some areas that the army found it difficult to obtain suitable animals for its needs.

"At times meat for the troops was drastically restricted because hogs and cattle had been killed by these disease outbreaks in such numbers that adequate meat supplies were unobtainable," asserted Dr. Tyler.

He recalled that during the closing days of the Civil War leaders of the veterinary profession took steps to set up a nation-wide organization which could adopt planned veterinary measures to cope with the livestock diseases which were at that time tearing at the heart of the cattle industry of the United States.

The World War production of meat was great, but tick fever still took its yearly toll, and Bang's disease was a menace to livestock health.

Since those days, however, the serious diseases have one by one been attacked and wiped out or brought under control. Today, hoof and mouth disease has been banished from this country. Glan-

Fertilizer, Feed Sales Increase

RALEIGH, June 12.—A report from the State Department of Agriculture says that a total of 1,374,237 tons of fertilizer were sold in North Carolina from July 1, 1943 to May 31, 1944, an increase of 7.8 per cent over the 1,274,975 tons sold in the same period a year ago.

Feed tonnage sold from July 1, 1943 to May 31 was 818,247, or 19 per cent above the 687,524 for the same period last year.

WOODLANDS

Farm woodlots offer an excellent source of supplementary income. Good management of woodlots, in conjunction with general farming, pays fine dividends, say forestry experts.

W. B. & S. BUS LINES, Inc.

Southport, N. C.
BUS SCHEDULES
Effective June 16, 1944
SOUTHPORT TO WILMINGTON
Monday - Saturday

| LEAVE | | | | ARRIVE | | | | | | | |
|-------------------------|-------|-------|-------|------------------|------------|------|-------|-------|------|-------|--|
| Read Down | | | | Read Up | | | | | | | |
| AM | AM | PM | PM | AM | PM | PM | PM | | | | |
| 5:15 | 7:00 | 9:00 | 4:00 | 6:00 | Southport | 8:20 | 3:00 | 5:30 | 7:30 | 11:00 | |
| 5:45 | 7:30 | 9:30 | 4:30 | 6:30 | Supply | 8:00 | 2:35 | 5:00 | 7:00 | 10:30 | |
| 6:00 | 7:45 | 9:45 | 4:45 | 6:45 | Bolivia | 7:45 | 2:20 | 4:45 | 7:45 | 10:45 | |
| 6:15 | 8:00 | 10:00 | 5:00 | 7:00 | Winnabow | 7:30 | 2:05 | 4:30 | 6:50 | 10:30 | |
| 6:25 | 8:15 | 10:15 | 5:15 | 7:15 | Lanvale | 7:15 | 1:50 | 4:15 | 6:35 | 10:15 | |
| 6:40 | 8:30 | 10:30 | 5:30 | 7:30 | Wilmington | 7:00 | 1:35 | 4:00 | 6:20 | 10:00 | |
| SUNDAY SCHEDULE | | | | | | | | | | | |
| 7:30 | 10:45 | 4:15 | 6:00 | Southport | 10:25 | 3:00 | 7:45 | 11:25 | | | |
| 8:00 | 11:15 | 4:45 | 6:30 | Supply | 9:55 | 2:30 | 7:15 | 10:55 | | | |
| 8:15 | 11:30 | 5:00 | 6:45 | Bolivia | 9:40 | 2:15 | 7:00 | 10:40 | | | |
| 8:30 | 11:45 | 5:15 | 7:00 | Winnabow | 9:25 | 2:00 | 6:45 | 10:25 | | | |
| 8:40 | 11:55 | 5:25 | 7:10 | Lanvale | 9:15 | 1:50 | 6:35 | 10:15 | | | |
| 8:55 | 12:10 | 5:40 | 7:25 | Wilmington | 9:00 | 1:35 | 6:20 | 10:00 | | | |
| SOUTHPORT TO WHITEVILLE | | | | | | | | | | | |
| 8:00 | | | | Southport | | | 6:40 | | | | |
| 8:20 | | | | Supply | | | 6:10 | | | | |
| 8:30 | | | | Shalotte | | | 5:55 | | | | |
| 8:40 | | | | Ashe Post Office | | | 5:25 | | | | |
| 9:25 | | | | Old Dock | | | 4:55 | | | | |
| 9:45 | | | | New Brunswick | | | 4:50 | | | | |
| | | | | Whiteville | | | 4:30 | | | | |
| SOUTHPORT TO SHIPYARD | | | | | | | | | | | |
| 5:00 | | 1:30 | 9:00 | Southport | | 9:00 | 5:25 | 1:25 | | | |
| 5:25 | | 1:55 | 9:25 | MHI Creek | | 8:35 | 5:00 | 11:50 | | | |
| 5:45 | | 2:05 | 10:15 | Winnabow | | 8:15 | 4:40 | 11:35 | | | |
| 6:00 | | 2:20 | 10:30 | Lanvale | | 8:00 | 4:25 | 11:20 | | | |
| 6:30 | | 2:50 | 11:00 | Shipyards | | 7:25 | 3:55 | 11:55 | | | |
| SHALLOTTE TO SHIPYARD | | | | | | | | | | | |
| 4:45 | 1:15 | | | Shalotte | | 5:25 | 1:30 | | | | |
| 5:00 | 1:30 | | | Supply | | 5:20 | 1:15 | | | | |
| 5:20 | 1:50 | | | Bolivia | | 5:00 | 1:05 | | | | |
| 5:40 | 2:10 | | | Winnabow | | 4:40 | 12:55 | | | | |
| 6:00 | 2:30 | | | Lanvale | | 4:25 | 12:30 | | | | |
| 6:30 | 3:00 | | | Shipyards | | 4:05 | 11:55 | | | | |