

The State Port Pilot Southport, N. C.

Published Every Wednesday

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Wednesday, August 1, 1945

School Questions Rising

Barely a month from now the schools will be opening again. The youth of America will once again be turning to the education which they need and which is their heritage.

Between now and the opening there will be many vexing questions to arise. The matter of teachers and transportation will dominate. There is no denying that competent teachers will be hard for many of the schools to find, or that transportation of children will be a difficult task.

The same troubles existed prior to the opening of the last session, but in some marvelous way the gloomy outlook faded within a few weeks after the work actually got in hand. We believe that such good work will be continued this year, but the troubles now arising will fade away when school work starts.

Much Publicity

The war may have had something to do with it. At the same time a whole lot of credit can justly be given to the State News and Advertising Division of the Department of Conservation and Development. We mean the fact that at almost any place in North Carolina you will see an automobile with a tag from some other state for every one that you see with the North Carolina marking.

The News and Advertising Division has given this state an enormous amount of helpful publicity. Naturally, much of the good that has resulted during war time has not been visible on the surface. Folks other than those who have been working with and keeping in contact with State publicity have had no time for observing and noting other things.

This paper has been keeping in touch with the state publicity and advertising since the work first began. Under Bill Sharpe, the original director, a tremendous amount of useful introductory work was done, valuable contacts were made and the work attained a very substantial footing. Under Bob Thompson, who succeeded Sharpe, the good work went right on, as it did later under Charles Parker, and still later under Garland B. Porter. A year ago Bill Sharpe returned to his first love, better than ever equipped to carry on the work of director. He is now giving the state much valuable publicity and laying the foundation for general benefit that will come after the war.

The Threat Looming

The threat to Japan, of war with Russia, to add to the trouble that the Nips already have, is looming larger daily. It would hardly surprise the American people to wake up any morning and find that Russia is continuing her pact with England and the United States and making our enemies hers.

Along with the bombing to which she has been subjected from sea and air for several weeks, the Japanese are facing a terrible threat in the uncertainty of what Russia will do. This threat is, in itself, sufficient to inspire a great deal of peace sentiment and talk among the Japanese.

War commentators seem bent on agreeing that if Russia declares war Japan will promptly surrender. Russia ready to fight would give the Japanese the opportunity to save their face in their already lost cause. They could claim that they could still whip the United States and England, but with Russia also arrayed against them it would be useless to continue the struggle. Threats of Russia entering the war may move the Japanese to surrendering. Actual war with Russia will convince in short order even the most ignorant among the Japanese that there are but two things from which to choose: surrendering or having their

country destroyed.

In Good Hands

When the Whiteville Junior Woman's Club members bought war bonds to the amount that would cover the purchase of a modern 'Hellcat' night-fisher plane for use against the Japanese, the ladies composing the organization had no idea that their plane would be assigned to a young pilot from the neighboring county seat of Southport.

A knowledge of such destined use would probably have only stimulated the bond buying, and well it might. The Night-Fighting Hellcat, piloted by Ensign Billy Bragaw of Southport, is in good hands. They could hardly hope for a better fate for it than that it be placed in the hands of the trained young fighter from Southport.

Store Customers At Fault

If you talk to the clerks in the stores, you will find that a lot of supposedly good Americans give scant consideration to the truth in making purchases. As shortages of necessities grow more acute, many stores have tried to carry out a voluntary rationing program so that all persons can get a share without the annoyance and compulsion of ration stamps. Clerks who are trained to be courteous are pushed around by customers who insist upon getting scarce articles of food, wearing apparel, smokes, etc.

"Some of our best people are the worst liars," said one clerk. For example, we have tried to voluntarily apportion eggs, ladies' hose, cigarettes, etc., to each customer. Many people who I know have received their allotment early in the week, come in the latter part of the week insisting that they haven't made such purchases. While we know they have received their quota, we get called down if we question their veracity."

Voluntary action by retailers, in which they must have the cooperation of the public, can avert much compulsory rationing which is so distasteful to the average citizen. But it must be a two-way proposition—the customer must cooperate with the store.

You Can Help Now

If you find it difficult to get on a train, remember that the railroads and the Pullman Company, by order of the Office of Defense Transportation, have with drawn from service all sleeping cars operating between points 450 miles or less apart. The action was made necessary by unexpectedly heavy arrivals of troops from Europe.

This action makes available an additional 895 Pullman cars and gives the military the exclusive use of about half the sleeping cars operating in the United States. These cars afford a greater measure of comfort to our troops moving to the west coast prior to embarkation to the Pacific theatre.

It is interesting to note that in 1918, with a total of approximately 41,000 coaches and sleeping cars, the railroads performed 42,676,000,000 passenger-miles of service.

In 1944, with approximately 27,700 passenger-carrying cars, the railroads performed 95,575,000,000 passenger-miles and the 1945 passenger load is expected to mount 10 per cent, to more than 100,000,000,000 passenger-miles; or nearly two and one-half times the 1918 passenger load—to be moved in 30 per cent less passenger carrying carrying equipment.

On account of wartime restrictions, the railroads have been unable to buy passenger carrying cars. The hauling job and the maintenance job they have done with the equipment at hand is almost beyond belief. They have rendered service more expeditiously, more courteously and with less waste than in 1918, when there was vastly more equipment, more engines and much more manpower.

You can do your part to help out in the greatest transportation job in history by traveling only when necessary for purposes other than pleasure.

Lord Haw Haw, says a dispatch, "appeared on the docket with a half-dozen drunks and prostitutes." In consideration of Haw Haw's particular service to his country, couldn't and "other" have been worked in gracefully before that last word?—St. Louis Post-Dispatch.

The Rovin' Reporter

(Continued From Page One) er. We cannot help but agree with these general predictions, especially when there is already much substantial evidence of the predictions coming true. Daily we see and talk to people from interior North Carolina, all manifesting great interest in our beaches and fishing. Adding to those who are seen personally, many letters are coming in asking both about beaches, fishing and near coast farming lands.

Many visitors from up state think it great sport to fish for the big white and blue catfish that swarm by the Southport fish houses by the thousands, feasting on the shrimp heads that are discarded in the river. While none of them wishes to be a kill-joy to sport, the shrimp house operators are not so pleased at this fishing on the docks while work is going on. The big two and three pound cats exude plenty of slippery scum from their skins and this scum on a dock where workers are hurrying about is likely to cause someone a bad fall. Hence many of the shrimp house operators have an edict against catching catfish and throwing them on their docks while work is going on.

Bill Sharpe, director of the State News Bureau at Raleigh, and John Hemmer, his official photographer, were here with us last Thursday. We managed to get in some time at both Caswell and Long Beaches and a few pictures were made at both places, as well as in Southport. The two North Carolina boosters were on a schedule that they had to maintain. However, we had assurance that they would be back later in the summer and would go over anything in the county that has story and picture interest.

Jimmie Briggs, Raleigh hardware man and a pretty good spotter on the radio when it comes to hunting and fishing stories, had been riding our beam for two weeks, trying to get us to get him a cottage for his family at Long or Caswell Beaches. Beach cottages at either of these places are just not obtainable right now. Those who have them for rent say that they are reserved right along until October. Nothing daunted at our being no good in our efforts to serve him, Jimmie phoned in this week that he was coming anyhow with his family, that they would stay here in town until they could get a cottage through some one else defaulting on his reservation. Fred Fletcher, of WRAL at Raleigh, is already over at the beach and has been there ten days.

Secrecy Veil Removed; No We Can Admit It Happened. Some reported feeling the explosions shake the beach houses. Some survivors were picked up by another ship, others by the coast guard. They were brought to Southport and to Charleston. 26 survived and 16 crew members were killed.

On March 16, 1942 the motorship AUSTRALIA, of the Texas Company, was struck by a torpedo off the coast of North Carolina near Cape Hatteras, N. C. These survivors were landed at Southport, N. C.

LOCAL WAREHOUSES READY FOR YEAR'S CROP GOLDEN WEEB. (Continued From Page One) men have had the experience necessary to assure every tobacco grower of the best possible sale for their crop.

Tobacco growers have confidence in the Whiteville warehousemen. This is evidenced by the fact that each year more tobacco is sold in Whiteville than the whole county produces in spite of the fact that there are three other markets in the county. Tobacco is brought to Whiteville from distances as great as 200 miles. In bringing tobacco this distance to Whiteville the growers pass through other market towns because they have confidence in the fact that the Whiteville warehousemen will get the top price for their tobacco crop.

PILOTS JUNIOR WOMAN'S CLUB 'HELLCAT' (Continued from page 1) the ship sank under him. He swam for three hours before he was rescued.

Ensign Bragaw is a younger brother of Captain Churchill Bragaw, who was killed in action in France the first of last year. He was slated to be given his Lieutenant's commission the last of this July. In a letter to W. B. Keziah, at Southport, this week, he said:

"I have a new plane that I thought you might like to hear about. It is a Hellcat Night-fighter, the same as I flew on my last cruise, but this one has a little sticker just forward of the cockpit. It reads:

"This aircraft was bought through an equal amount in war bonds purchased by the Junior Woman's Club of Whiteville, North Carolina."

CAPITAL LETTERS

By Thompson Greenwood

BY THOMPSON GREENWOOD BACK—W. P. Hendrick, now a captain in the Allied Military Government, a native of Taylorsville, and former tobacco marketing specialist with the State Department of Agriculture, will be discharged from the Army in a few days now.

Hendrick worked for a tobacco company in China for several years and speaks Chinese fluently. But he wasn't certain he was going to be needed in China and so in Manila he applied for a discharge and he will get it and go back to the department.

TOBACCO—Anything about tobacco should be of interest in North Carolina. Here are some items; tobacco which was virtually burning up on the stalk three weeks ago is now being drowned out by the heavy rains.

Plans are now taking shape

The Skipper said, "I am the only Tar Heel Pilot in our Squadron. The plane should be assigned to me. The next time you are over in Whiteville and should see any of these worthy ladies of the Junior Woman's Club, I wish that you would express to them my personal thanks. Tell them that this plane, which they bought, is the last word in carrier fighters. It has more modern armament and is better all around than the one I had to consign to the locker of Davy Jones early in the spring when my carrier was under attack."

Although he said nothing about it, Ensign Bragaw and his squadron, with him flying the plane that the Whiteville women bought, is known to be with Admiral Halsey's fleet, off the coast of Japan and giving the Japs trouble a plenty for the past month.

GAME PROTECTOR GETS FOUR MEN (Continued from page One) tion the men had not killed anything prior to the arrival of the officer. This is said to hardly lessen the offense as it is against the law to carry guns in the woods and fields during the closed season.

COURT NEARLY PROVED A DUD (Continued From Page One) but a few minutes on the part of Judge John B. Ward and Solicitor J. W. Ruark to hear both cases. The court minutes show the following entries for the day:

Thomas Lee Grant, speeding, judgment suspended on payment of a \$10.00 fine and costs. John Utley, larceny, not guilty.

SCHOOL TO OPEN SEPTEMBER SIX (Continued From Page One) teacher situation, Miss Woodside stated that she had no definite statement to make. There probably is a shortage of teachers at some of the schools, but this is a yearly occurrence. For the past several years authorities have been uncertain regarding teachers almost up to the very day on which the schools opened.

for a Tobacco Society. This organization would look out for tobacco in the future—look ahead beyond the days of scarcity and 43-cent tobacco. It would not stand up any more for the producer than the buyer and no more for the warehouseman than anybody else. It would push research programs and do everything possible to keep tobacco on the move as regards quality and quantity.

LINE—Are you a liner? Well, you had better learn to be one if you want to purchase select commodities these days. The breadlines in the old depression years were nothing compared to the cigarette and steak lines in 1945. There are several habitual liners. One prominent Raleigh feller got in a line—away down the line the other day at a local drugstore in the hope of getting a pack of cigarettes. Well, you know drug stores sell about everything nowadays except plow points. When it came this liner's time to buy, he saw that the rare product so much in demand was panties "with real elastic."

Tis said he bought him a pair and took them home to the missus, who was delighted.

ATKINS—Stewart Atkins of Gastonia got two jobs in one day recently. He was news editor of the Gastonia Gazette when Gregg Cherry began running for Governor, and he helped Mr. Cherry tremendously in the early days before the band wagon bet, taking shape. He has remained in this position—may still be there. But he was made secretary-treasurer of the North Carolina railroad and makes more at that than you do and doesn't work nearly as much at it either. And then Stewart was made editor of a textile magazine which will be published in Charlotte. He's a young feller, about 33 or 34, but he is certainly moving along. He deserves it, too.

ANDERSON—A few patrolmen are a little pleased that Walter Anderson didn't accept—or hasn't at this moment—the position as major of the State Highway Patrol and director of highway safety.

"I knew that man when he was chief in Winston-Salem, and he would have us boys doing our daily Bible reading before we started to work," one of the patrol boys commented last week. Anderson is a mild-mannered gentleman and he does go in for religion—and that's one of the reasons he is so much in demand. A little more straight-line thinking and acting in police setups and you will read fewer items about various city hall scandals throughout the land. Anderson's remark about his conscience not letting him take the Raleigh place is what seemed to shock everybody. They had not heard the word "conscience" used outside the Sunday School room in so long that they were

WHO NEEDS A VACATION?



knocked completely off their feet when a police chief could talk of being guided by it.

...60 CENTS—The cost of haircuts in Raleigh went from 50 to 60 cents a few days ago. On the first day, at least one customer asked his barber about the increase. "Well," replied the barber, "look at the extra labor nowadays. We are getting more long-headed young whipper-snappers, and that increases your labor costs right there. On the other hand, faces are longer, because of the war and taxes, and we must go up on shaves, too. More labor, more costs."

All of which proves again that you can never out-talk your barber. The best thing to do is just settle back and let him ramble.

POSSIBILITY—Wake Forest meets Army on the football field this fall, and the meeting may bring together on opposite sides of the line two Yadin-Surry-Wake County boys, LeRoy Martin, Jr., and Sidney Martin, his little 210-pound brother. In Raleigh High School, they were both on various all-State selections, with LeRoy having a little the edge. Sidney is stockier, a little rougher on the gridiron, but his brother is taller, calmer in play, and is an excellent man for knifing through a lot of trouble to get at the play which is in the making in the opponents' backfield. Both are good old boys, and averaged better than 90 on all their work in high school.

LeRoy, who has been in the Army since last summer, received appointments at Annapolis and at West Point, took the latter. They will both be on the squads this year and may get a few licks at each other.

Fish odors can be removed from the hands by rubbing with salt and warm water before washing with soap.

Heavy Rains Fall Throughout State

Weather Report Shows State-Wide Precipitation; Covers Period From July 30-31

RALEIGH—Rains were general over North Carolina from July through July 20, said a cooperative report issued Wednesday by the U. S. Weather Bureau and the Bureau of Agricultural Economics.

This report, covering the period from July 8-14, is the first of weekly weather-crops reports which will be issued each Wednesday for the entire State. Information for the weekly release will be provided by weather experts and 300 special weather-crops reporters, according to Frank Parker, head of the Federal-State Crop Reporting Service.

Mary Allerton was the last survivor of the Pilgrims who came to America on the first voyage of the Mayflower.

Place left over foods in small containers and store in your refrigerator.

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JUST RECEIVED Florence Table-Top OIL RANGES LEGGETT'S, Southport, N. C.

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

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

Table with columns LEAVE Read Down and ARRIVE Read Up. Rows for AM and PM times, listing destinations like Supply, Bolivia, Winnahow, Lenoire, and Wilmington.

Table with columns SOUTHPORT TO SHIPYARD (EXCEPT SUNDAY) and SHALLOTTE TO SHIPYARD (EXCEPT SUNDAY). Rows for AM and PM times, listing destinations like Supply, Mill Creek, Winnahow, Lenoire, and Shipyard.

"Good Ole American Soil..." Now, to phone home! The South is honored. It has been chosen as the place where thousands of returning heroes will first set foot on their native soil. You may see some of them kiss that soil. And you may see many more waiting hopefully to get a long distance call home. How about all of us skipping some long distance calls? How about keeping the necessary ones brief? Let us gladly accept this inconvenience for those who have given so much for us. SAVE CALLS FOR SERVICE MEN! SOUTHERN BELL TELEPHONE AND TELEGRAPH COMPANY INCORPORATED