

New Furniture Store Now Open

Alex Fox has opened a new furniture store in Southport. The new business occupies the first floor of the Miller Hotel and opened for business last week. The management declares that new merchandise will be

added just as rapidly as it becomes available. In addition to the furniture line that will be featured, Mr. Fox says that he plans to carry a wide variety of gift selections and a large assortment of nationally advertised Jug-Town pottery. Fox worked up at Orton Plantation for a number of years as

Southport Nine Loses Opener

Masonboro Baseball Team Handed Southport Defeat In Opening Game Of Season Sunday Afternoon

The Masonboro Ramblers defeated Southport 7-3 at Masonboro Sunday afternoon in the first game of the recently organized Eastern State league, composed of eight teams of New Hanover, Brunswick, Columbus, Bladen and Duplin county towns. The towns forming the league are Masonboro, Southport, Leland, Tabor City, Whiteville, Bladenboro, Wallace and Hampstead. It is understood that regular scheduled games will be played this season. Meanwhile Masonboro is expected to play Southport on the local ground Sunday afternoon. Blackie Webb, catcher for Southport, is also manager of the local team. Starring in the pitchers box is Jack Hughes, a new resident of Southport. Other local material includes Robert Thompson, J. D. Hutchinson, Walter Jones, John Fullwood, Hubert Rogers, W. H. Stephenson, E. Spencer, H. Spencer, Red Farnie, D. C. Herring and several others.

Former Resident Dies In Raleigh

Martin McCall Was Former Citizen Of Southport And Is Well-Known Locally; Funeral Held Sunday

Martin McCall, formerly of Southport and more recently of Raleigh, died at his home Saturday. He was a native of Red Springs, in Robeson county, and at one time served Robeson in the lower house of the General Assembly. About nine years ago Mr. McCall was married to Mrs. Josie Jelks, daughter of Mrs. J. J. Garrett, of Southport. She survives him, along with two stepsons, Joe and Eddie Jelks. By his first marriage he is survived by a son, Hugh Brown McCall, of Red Springs; two daughters, Mrs. Thomas Ussery of Portsmouth, Va., and Mrs. A. J. Stokes of Columbia, S. C. He is also survived by two brothers and four sisters. Funeral services were held Sunday afternoon from the Philadelphia Presbyterian church, near Red Springs. Burial was in the cemetery there. forester prior to going to work for the North Carolina Shipbuilding Co. He is well known here and throughout the county.

Eastern Carolina Farmer Makes Success With Sausage

Shalotte Legion Auxiliary Formed

This is the story of how the pungent odor of frying country pork sausage led to the establishment of one of the outstanding rural industries in Eastern North Carolina. Scott Topping of Pantego, like thousands of other men in this State in 1937, was out of a job, and the WPA was beckoning gently and patiently day after day for him to join its ranks. One morning as he sat in the kitchen, head in hands, worrying about where to go that day to search for work, the smell of the sausage which his wife was preparing for breakfast, gradually pushed the troubled thoughts of unemployment out of Scott Topping's head. It wasn't a sudden thing, as he recalls now, but the sausage odor took hold of him somehow and tugged him out of his chair and to a window where he could look down the highway in the direction of Belhaven, a town which is much more noted for its fine seafood products than for its country sausage. WAS AMATEUR After breakfast, Topping went to Belhaven and called on two or three of the merchants. Would they, he asked hopefully, be interested, maybe, in buying a little sausage which he planned to make in the old Beaufort County style. They weren't too sure, but they decided to give Neighbor Topping a try at it. Topping was managing to fatten a few hogs from field scraps he could pick up here and there, so the next week he butchered one of the finest and called in one of his neighbors to assist him and his wife in converting it into sausage. But Topping, an amateur sausage manufacturer, knowing little about how to make sausage so as to turn a big profit, didn't prepare his sausage in the orthodox manner. He threw caution to the wind and did the almost unheard of thing of grinding the shoulders and the rich, meaty hams into sausage, and he went rather heavily on the seasoning. He didn't spare the sage. He wanted his first commercial sausage to taste like the sausage he used to eat when he was growing up. Well, the Belhaven people literally ate it up—and called for more. Topping was quick to answer the call. He found a little parttime employment, but the next week he turned another hog into sausage, and tried to make just a little improvement in his product. For nearly two years he butchered one hog a week. At that time, pigs were cheap and plentiful and the turnover in cash was virtually instantaneous, and no large investment of money was necessary. INVADES WASHINGTON In 1939, Topping invaded nearby Washington, N. C., with his sausage, and it proved as popular there as in Belhaven, for he continued using whole shoulders and hams, selling the other parts of the hog wherever he could. As a matter of fact, he has given away hundreds of heads and feet to his employees. The year that he began carrying his sausage to Washington, he built a little cooling house and moved up to four and five hogs a week. Earl Sellers, of Supply, entered on Monday as a medical

Shalotte Legion Auxiliary Formed

The Shalotte Post of the American Legion held a special meeting Friday night and the Woman's Legion Auxiliary elected its officers for the year. Mrs. John W. Garner was elected president. Other officers were as follows: Mrs. Ernest Parker, vice-president; Miss Elba Ray Hawes, second vice-president; Mrs. Carl Andrews, secretary and treasurer; Miss Mildred Andrews, sergeant at arms; Mrs. Lillian Leonard, chaplain; Mrs. Odell Williamson, historian; Mrs. Odessa Usher, contact woman.

New Ship Basin To Help County

Employment For Many Men May Mean Big Demand For Housing Along Upper River Road

With the Brunswick River ship lay-in-basin now said to be one-fourth completed, ships are scheduled to arrive for storage in 90 days. Some 500 surplus merchant ships are scheduled to be stored and maintained. The basin lies all in Brunswick county. The North Carolina Shipbuilding company secured it through the U. S. Maritime commission, as a part of the shipyard operations. However, the present indications are that the Maritime Commission may operate the basin itself. Just how the shipyard will figure in the basin picture appears to be uncertain. The task of looking after the

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ships will require the constant service of several hundred men. It is expected that by reason of the experience gained at the shipyard these men will be mostly former employees of the yard. Since the nearest point on the basin outside of the eastern marshland is five miles from Wilmington, it is expected that the operation of the basin will create a heavy demand for housing down the River Road, along which the basin extends for three miles or more.

DON'T KICK IT
Allen Stanley, Jr., young Shalotte ex-service man, wishes the paper to say for him to his fellow veterans: "If you cannot say anything good about the Red Cross, for God's sake remember what it has been able to do to help others, and do not kick it."

LEAVE FOR NEW JERSEY

Mr. and Mrs. M. M. McHose

left Tuesday for their home North Plainfield, N. J. Mrs. McHose is the former Miss W. Barnett, daughter of Mrs. Tilda Barnett, of Southport, the past several years she been employed in the Brunswick county tax collectors office. marriage to Mr. McHose place three weeks ago, follow his discharge from the Guard. He will be in business with his father in Plainfield.

BRUNSWICK COUNTY COURT CALENDAR For April Term, 1946

MONDAY, APRIL 1, 1946

- E. J. Prevatte—2102—Pope vs. Pope
- R. E. Weaver—2071—Faulk vs. Faulk
- Frink & Herring—2067—Thompkins vs. Thompkins
- Frink & Herring—2078—Williams vs. Williams
- Frink & Herring—2053—Hewett vs. Hewett
- Frink & Herring—2101—Williams vs. Williams
- Frink & Herring—2100—White vs. White
- Wm. K. Rhodes, Jr.—2099—Broom vs. Broom
- Frink & Herring—2089—Potter vs. Potter
- Frink & Herring—2088—McKeithan vs. McKeithan
- McEwen—1347—Northrop vs. Insurance Co.—Prevatte, Boyd - Young
- Frink & Herring—1807—Bryan vs. Bryan

TUESDAY, APRIL 2, 1946

- Frink & Herring—2052—Danford vs. Willetts—J. Q. LeGrand
- Frink & Herring—2073—Wilmington Oil & Fertz. Co. vs. Lewis—E. J. Prevatte.

WEDNESDAY, APRIL 3, 1946

- Frink & Herring—2077—Ferguson vs. Wells—E. J. Prevatte
- E. J. Prevatte—2041—Long vs. Bozeman—Frink & Herring
- Frink & Mintz—1818—Simmons vs. Scott—Dortch

THURSDAY, APRIL 4, 1946

- Frink & Herring—1389—Hankins vs. Hankins.
- Ruark & Wright—1924—Pridgen vs. Tide Water Power Co., et al.—Carr, James, Carr.
- J. B. Hewett—2039—Gray vs. Tripp & Swain—Frink & Prevatte
- Powell & Lewis—1993—Stanly, et al., vs. Price, et al.—Frink & Herring.

FRIDAY, APRIL 5, 1946

- Taylor & Prevatte—1988—Bennett vs. McLamb—O. L. Henry
- Ruark & Wright—2031—Hewett vs. Redwine—E. J. Prevatte.
- Ruark & Wright—2032—Hewett vs. Redwine—E. J. Prevatte
- J. D. Bellamy & Sons—2072—Robinson vs. Taylor, et al. Poisson & Campbell
- I. C. Wright—Skipper vs. Cape Fear Wood Co., et al.—E. J. Prevatte.

Motion Docket

- Frink & Herring—1756—Woodard vs. Willie Frink—E. J. Prevatte

S. T. BENNETT, CLERK SUPERIOR COURT



We're Not RESTING ON OUR OARS

It is related that Napoleon, having read a glowing account from one of his generals telling of a great victory, wrote across the face of the report this question: "What did you do the next day?"—which is another way of saying that the grist from today's mill will not suffice for tomorrow's needs. The Seaboard Air Line Railway, along with other American railroads, has been credited with magnificent performance in the recent World War. But that record is now history. This is the "next day" and we are confronted with new opportunities and new responsibilities.

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travel the safest, most comfortable and most luxurious ever enjoyed. Equally great improvements are in prospect for our freight service. Modern equipment, including more powerful and more efficient locomotives, will carry more freight on faster schedules, for the better service of the public.

Rome was not built in a day, and it takes time to build giant locomotives, new cars and other things required in our improvement program. The Seaboard Air Line Railway, however, is known for its pioneering in such matters as air-conditioning, streamlined trains, diesel-electric motive power, etc., and you can count on us to continue "out in front" in the interests of our patrons and friends.

Watch for future advertisements in this series in which we will discuss other subjects of mutual interest to your business and ours.

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