

The State Port Pilot

Southport, N. C.

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JAMES M. HARPER, JR. Editor

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Wednesday, July 7, 1948

Car Inspection

Regardless of what your personal conviction may be with regard to the Motor Vehicle Inspection program, the fact is that the law requires that all automobiles and trucks pass inspection before the end of the current year.

So far about 20-percent of the motor vehicles of Brunswick county have been inspected, which leaves a pretty big job to be completed during the last six months of the year.

The next appearance of the Motor Vehicle Inspection Lane in this county is slated to be from August 11 when it arrives at Shallotte, to August 16th, when it leaves Southport. If you have not already made plans for having your automobile or truck inspected, you should put a ring around one of these dates and plan to attend to this important piece of business.

Be A Booster

We were talking to a Long Beach property owner this week, who told us that one of the principal reasons her folks decided to buy over there was because a Southport citizen had been so nice to them when they were here on a visit a few years ago.

That is the sort of thing that can work both ways.

There are some important people visiting various places along our coast this summer, and many of them may be induced to buy and develop business and property in Brunswick county if our people will do their best as boosters.

You cannot expect the casual visitor to think more of our section than we do ourselves, and the best way to let them know how we feel is to tell them.

State Maintenance

We always have been of the opinion that it is a fair practice to help those who help themselves, and it is upon this theory that we base our contention that the State Highway and Public Works Commission should take over the hard surfaced extension at Long Beach for State maintenance.

This is not a case of a promoter selling off property, then setting up a clamor to have the State build a road through his development. A portion of the purchase price of every block of lots sold in the Long Beach Extension was placed in escrow for the purpose of building a road. First a clay surface was laid, then a coating of sand-asphalt was applied. We freely admit that this may not have been the best paving job done in North Carolina that year, but it was a good job when it was completed; and the thing that has brought about its present poor state of repair is traffic, a good part of it heavy traffic caused by trucks bringing in building material.

There are between thirty and forty homes located along this stretch of road, and there are hundreds of owners of individual lots. Many of these people are waiting only for a good road before they start building. Temporary relief could be furnished by a State maintenance force with a few days work; permanent improvement to a road of this type can be made by State employees, with State-owned equipment.

It appears to us that it is an established fact that Long Beach is a good and going concern, and that expansion is inevitable. It seems a sorry piece of business for the State not to do its part to speed up this development.

Sign in a reducing salon's window: "A word to the wide is sufficient."

Time Is Short

Doubtless there are many local residents who got around to seeing some of the Major League baseball play during the war years when the cream of player talent had been skimmed by the military authorities. There were some pretty fair boys and men, some of them of the 4-F variety, who were left behind for the diamond chores. But there was a preponderance of rookies, has-beens and not-quite-Major League calibre players in the lineups.

On the few occasions we witnessed contests between these make-shift, interim outfits, we saw some baseball that was reminiscent of pre-war semi-pro brand.

The fans weren't too hard on the clubs, realizing that they were getting the best talent available.

The same relative condition existed in the school situation during the war. While we regretted to see so many teachers leave the classroom and leave our children in less trained hands, we felt that this was inevitable during the stress of an all-out campaign for military victory and we believed the condition was temporary.

We now know how wrong we were. We have continued to be grateful for the many fine instructors who who through loyalty and love of the profession stayed in the classroom. We are grateful, almost beyond words, for those who sacrificed many things to come into the schools. And we're even grateful for the sub-standard teachers who took over and did the finest job they knew how.

But all parents who give thought to the future of their children are concerned over the fact that more than one hundred thousand boys and girls are now being taught by high school graduates and other teachers with less than a standard certificate.

And the end to the present trend is not in sight. There are no replacements coming up for those teachers who are forced to retire from time to time. Because the inducements are so small, our educational system is like a Major League ball club without a farm system. Older players must surrender to age and no recruits are being trained.

It is true enough that most legislators and the nominee for Governor are committed to a plan aimed at remedying the situation. But they will not take office for several months.

State Senator J. K. Powell has reiterated the stand he took several months ago on the question of a special session of the General Assembly to correct, and correct now, some of the inequalities existing as the result of a rise in the cost of living.

Reports say there is a fifty million dollar surplus in the State Treasury. There are 26,000 teachers in the State. A bonus, such as advocated by Senator Powell some weeks ago, could amount to \$1,000 per teacher and it would take only slightly more than two and one-half million dollars out of the surplus.

We believe that the situation is sufficiently critical for all citizens to endorse the calling of a special session. Governor-Nominee Scott and Governor Cherry should get together and discuss this matter, and if Governor Cherry still refuses to act, he should explain why.

Multiple Births

Why are May and June the favorite months for multiple births? No one seems to know, but the Baltimore Sun provides some interesting observations on the subject.

What is the chance for quintuplets? One in 57,289,791, says one noted authority. Anyway, here's the Sun's comments:

The birth of quadruplet girls in Bristol, England, is a reminder that this is the season for multiple births. May and June are the months when the human "litter size" is at its peak, according to statistics gathered in England and this country. The Dionne quintuplets, for example, were May babies. The multiple birth rate also goes up for a brief period late in the year, hitting a secondary high in November. One-child litters are most common in January and February, with March and September as the next most unlikely months for twins, triplets, quadruplets, et cetera.

The reason for the seasonal flurries of multiple births is not known. While the conceptions which produced the May-June peak of the twinning season take place during the warm months of August and September, obviously those responsible for the November twins do not.

SOUTHPORT BOY

Continued from Page One
death occurred early Tuesday morning.

Surviving in addition to his parents is one brother, Harold Thomas Dozier. Burial is being held today in the Northwood cemetery. The funeral services are at Trinity Methodist church with the Rev. H. M. Baker and the Rev. L. D. Hayman in charge.

Active pallbearers are Richard Brendle, David Doshier, Billy Doshier, Joe Wilmouth, Harry Sells and James Frazier.

The honorary pallbearers are young playmates of Dickie. They are, Jack Newton, Jack Russ, Ray Daniel, Billy Watts White, Herbert Oberjohn, Lewis Hardee, Joe Young, Jr., Joe Swain, Jerry Spencer, Norman Holden, Joe Cochran, James McKeithan, Austin Howard, Albert Turnnell.

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HERE'S HOW North Carolina Cities, Towns and Counties are using BEER TAX REVENUE

Last November, \$1,784,821 in beer taxes (representing July, August and September collections) was distributed to North Carolina municipalities and counties wherein beer is licensed to be sold. How is this money being used? The results of a recent survey hold great interest for the State's taxpayers:

Tax Local Used



Tax INCREASES. Other welcome uses included MEETING INCREASED EXPENSES and APPLICATION ON DEBT SERVICE.

In some instances, EXTRA CITY AND RURAL POLICEMEN are being employed from the funds, resulting in improved law enforcement.



Other uses include STREET IMPROVEMENTS, PURCHASE OF EQUIPMENT and SANITARY SEWERAGE EXTENSION.

SCHOOL BUILDINGS are being planned, SCHOOL EXPENSES met, and county HEALTH and WELFARE programs financed—from beer tax revenue.

Other constructive utilization of these funds includes: COUNTY LIBRARY BUILDING, NEW FIRE STATION, COURTHOUSE ENLARGEMENT, PURCHASE OF PROPERTY for county purposes.

And so on—an impressive array of sorely needed services and facilities made possible by the apportionment of beer tax revenue to towns, cities and counties licensing the sale of beer.



Health and Welfare Programs Maintained

Division, U. S. Brewers Foundation. You help us mightily when you give your patronage only to those beer retailers whose places of business reflect complete respect for North Carolina law and North Carolina civic and social standards.

NORTH CAROLINA DIVISION
UNITED STATES BREWERS FOUNDATION
Suite 606-607 Insurance Building, Raleigh, N. Carolina



Carey Spencer, James Cochran, Paul Cochran, James Ward and Agnew Fulcher.

SKIPPER INVOLVED IN

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ed with its cargo. During the time he was ashore Captain Gray employed much of his time keeping the cables hot and, incidentally, the ears of the Dutch burning.

When asked by a newsman if he got in touch with the ship owners before going ashore and starting his protests, Captain Gray said: "The Master of a ship does not wait for either the approval or disapproval of the owners of a ship under circumstances like that. He must act on his own for their best interest."

The Brunswick sea dog is now on another vessel belonging to the same company which owned the Martin Behrman.

MINESWEEPER IS

(Continued from page one)
hour loaded. This enables them to leave other fishing boats far behind when going out for fish and to beat them home when the day's work is ended.

Judging by the speed with which the Placco and Brunswick were converted from mine sweepers to fishing craft at the local factory, it will be but a matter of a few weeks until the Brunswick Navigation Company will have three of the former Navy vessels at work, in addition to its other boats.

GROWTH OF REA

(Continued from page one)
according to E. D. Bishop, manager of the corporation. Because of the huge mileage necessary to spread over the large area where the REA renders service, the cost has been much greater than it would have been if the REA had been a city utility corporation serving a single center of 20,000 or more persons.

SUBMITS REPORT

(Continued from page one)
made before July 31st, 1948.

"Veterans who suffered injury or some type of disease and who have not established this fact should call for information. This applies only to injury or disease incurred while in active service."

"In cases where a veteran had dental work started and never completed and where such work is not giving good service the veteran should contact the officer."

"Widows of veterans, not remarried, and dependent children under the age of 18 may receive some information as to the aid due them, if any, from the government."

"Veterans of World War I, having physical handicaps, due to age or certain types of disease should contact the office. The Service Officer can be found in the AAA building at Supply, Monday through Friday. The hours are 9:00 a. m. to 5:00 p. m."

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