

EDITORIALS: VISIT YOUR HOSPITAL NEXT WEEK

How far have we come medical-wise and hospital wise? A long way for some and not so far for others. It is a good time to think about doctors, hospitals, nurses and all those people and things that combine to make up our better health institutions.

An acquaintance told us years ago about an instance when he was a resident of Hatteras on the isolated Outer Banks. A teacher in the local school became seriously ill late one afternoon. The only physician on the island serving 2,500 people reaching 40-odd miles from Oregon Inlet to Hatteras, diagnosed the case as acute appendicitis.

No roads traversed the long narrow barrier, only sand trails and the beach at low tide. The nearest hospital was Elizabeth City. Interminable hours of travel on a pickup, at best, could be fatal.

There was only one alternative: Improve an operating room and operate. Nearby was a first aid room for a Civilian Conservation Corps camp. With a practical nurse to assist, the doctor

made ready. Outside the little motor generating electricity thump-thump-thumped away while his scalpel found its mark. Kerosene lamps burned dimly just in case. Winds whipped fine sand through cracks in the small frame hut. Waves breaking on the shore 100 yards away were constantly audible. But the air was fresh, pure, even seasoned with a salty tinge. Soon the operation was over but there was still danger. Fortunately, recovery was gradual but sure.

The following day, our friend recalled, he was asked to wire the patient's family that she was recovering. He telephoned the message over the Coast Guard system from Hatteras to Manteo where the revered Alpheus Drinkwater, of Wright Brothers first flight fame, sent it on its way. He remembered that there were only eight words in the message while he was entitled to 10 words. "Just add," Mr. Drinkwater suggested, "weather's fine."

Visit your hospital next week.

ROADSIDE HAZARDS TO TRAFFIC

What prompts children, we would like to know, to throw anything they can get their hands on at passing cars. Is this the only pleasure they get when playing beside the road? Are parents aware that the practice could bring serious consequences?

Admittedly, stones and pebbles are hard to come by in the coastal plain but youngsters find other things to vent their enmity, probably, on passing motorists. They find sticks, cans and bottles to pelk cars and trucks. It's enough

BUSINESS RESPONSIBILITY

Christian Science Monitor

The deepest lesson of the steel affair is that business and society—one a private function and the other a public—are interdependent as never before.

For a moment the sudden fury which boiled up with the rise in the steel price threatened to drive the two into antagonism. But good sense quickly reasserted itself. There was too much danger for everyone in a feud.

And something more powerful than good sense was also at work.

American business has been slowly re-examining its goals. It is recognizing that a private function of such size and power, if it is to remain private, must fit in with responsible public goals. Even more important, a steadily larger part of business leadership is coming to see that business goals are, in fact, similar to those of the American public.

There was a time when the object of business, in anyone's quick judgment, was profit. This remains on object. But beyond profit, or through it, are larger aims. They are people. As modern Americans have come to see it, an economic system like a political system is made for men and women. As it serves them its aims are good. If it disserves them in some important respect, there will be trouble.

So far so good. What about applying the general principle? Is big government to dictate the terms?

Not if the American system is to remain American. At that point statism or state socialism would take over. There has to be a meshing of reasonable guidance and regulation from government with voluntary restraint on the part of business when its impulse seriously conflicts with that of society.

The emphasis is on the word voluntary. And on the further term: the public responsibility of business. If volun-

of a hazard in winter when windows are closed, but a real threat in summer when windows are down leaving no barrier to turn back a well-aimed projectile.

We have mentioned before that parents are responsible for ill deeds perpetrated by their offspring. Reprimand after the fact is too late. What they are doing is dangerous to traffic and where they play is dangerous to the children. Remember that ounce of prevention.

tary restraint breaks down on important matters, public authority will step in.

For this reason we welcome the growing maturity of American business leadership, which far outweighs the mistake in judgment recently made by a group of steel company officials.

This kind of wisdom comes hard. It is not fun to put up with the slings and arrows of the political process. And its abuses and injustices. There are scars from old battles between business and reformers, which left both sides seeing red.

But businessmen are nonetheless studying the political process today, and how to use it and fit into it, instead of turning away from it in fear or anger. This is good. Because most of the thinking about how to improve society was left to politicians and reformers, and since they do not understand business too well their main approach has been one of forcing business into line.

Now that more businessmen are studying society and putting their backs into the social aims of business—the best condition of life for the people—the cause of choice and competition and freedom of enterprise is looking up.

We do not wish to appear naive about this. These are broad brush strokes and there is plenty of room for rugged argument over the details of the design. But we do not wish to overlook the big pattern either.

BILLS AND DRIVING

The Charlotte Observer

"A man drives a car the way he lives his life."

That's the conviction of Dr. James L. Malfetti, psychologist at Columbia University, who was quoted in Newsweek.

Dr. Malfetti has been head of a safety education project at Columbia since 1957. He has supervised psychological tests on hundreds of drivers.

"The violator," he reported, "is usually younger, aggressive and rebellious, including members of his own family."

Conversely, the safe driver is almost completely nonaggressive. He pays his bills promptly, plans his vacations months ahead of time, almost never gets into a fight and gives the other fellow the right of way.

Forewarned is forearmed. Next time you're invited to ride somewhere with a person whose driving habits are unknown to you, just ask him if he has any bills that are overdue.

Figures cannot lie, especially in modern bathing creations.

"We Prefer That You Have Freedom Of Choice!"



KIRBY SULLIVAN IS

Continued From Page 1
Odell Jenrette, Ira Chadwick, Dillon L. Ganey, D. B. Frink, E. C. Mize, R. L. Rabon and Ivey High were introduced.

Four candidates for board of education were present. These were O. K. Bellamy, Rozell Hewitt, J. A. Doshier and Philip King. Also recognized were Leroy Hooks, Roy Sellers, Homer Holden and L. C. Rouk.

The following resolution was unanimously adopted at the Democratic County Convention.

"WHEREAS, interstate north-south traffic in Eastern North Carolina will be greatly increased upon completion of the bridge-tunnel complex at Norfolk in 1963 or 1964; and

"WHEREAS, U. S. Highway 17 is the only through north-south highway serving coastal North Carolina and its beaches and historic sites; and

"WHEREAS, neighboring states have already completed plans to widen and improve U. S. Highway 17 and are now proceeding with this work; and

"WHEREAS, U. S. Highway 17 in North Carolina is inadequate and unsafe for present traffic needs, and cannot possibly take care of anticipated additional traffic in the near future; and

"WHEREAS, travel business is the third largest industry in North Carolina, and by far the largest in the coastal area of our State; and

"WHEREAS, the results of advertising coastal North Carolina to attract either travel business or new industry are nullified because of inadequate roads, particularly U. S. Highway 17; and

"WHEREAS, practically all north-south transportation (both passenger and freight) through coastal North Carolina is highway traffic; that is, cars, buses, and trucks rather than air or rail transportation; and

"WHEREAS, an adequate mainstream of traffic is essential to secure maximum safe use of new road and ferry services directly on the coast;

"NOW, THEREFORE, BE IT RESOLVED that the Democratic County Convention of Brunswick County go on record as strongly urging the Governor of North Carolina and the North Carolina State Highway Commission to proceed immediately toward the improvement of U. S. Highway 17 from the Virginia state line to the South Carolina state line, and make it a four-lane highway through our State.

James C. Bowman introduced a resolution as follows:

"WHEREAS, the Honorable Alton A. Lennon has served with courageous distinction as a member of the United States House of Representatives, representing the Seventh Congressional District of North Carolina, and is now the unopposed Democratic candidate for re-election to that high office; and

"WHEREAS, we the Democrats of Brunswick County desire to record our thanks and appreciation for Congressman Lennon's invaluable services to his District, and to commend him to the electorate of this Congressional District as a forceful, faithful and courageous Member of the United States House of Representatives, whose public service does honor to his constituents;

"NOW, THEREFORE BE IT RESOLVED that we the Demo-

crats of Brunswick County, North Carolina, in meeting assembled at County Convention on May 12, 1962, commend the Honorable Alton A. Lennon for his services as our Congressman in the past, and endorse him for re-election as Congressman from the Seventh Congressional District of North Carolina."

The foregoing Resolution was unanimously adopted.

ATTRIBUTE DEATH

Continued From Page One

Funeral services were held at Antioch Baptist Church Friday

at 3 p. m. Burial followed in the church cemetery.

SATURDAY DATE

Continued From Page 1
exception of No. 1, and No. 10, in the artistic arrangements. The junior division is by invitation only. All persons who have flower-blooming at this time are encouraged to participate in either or both divisions. In the horticulture division, the entry must be grown by the exhibitor.

There will be two special exhibits, one of camellias and the other ceramics. The chairman requests that all entries be made

Not Exactly News

They've really been poking fun at Capt. Hulan Watts and Bill Styron around here this week after this pair deserted saltwater and local fishing for an inland trip to South Carolina. Their ribbing has been especially raw when their luck was a little less than sensational—and this at a time when bluefish and king mackerel are setting records outside and freshwater fishing was never better in the lakes and ponds around Southport . . . We hear that Capt. Watts has purchased a small, fast boat to take the place of Sputnik—which he sold last year to Ernest Parker. The new craft will be similar, and it may be named the "Crow Boy."

This is the time of year that all pine trees look like they are covered with candles. That's the way they grow—by putting out thick, fuzzy looking shoots . . . Small grain is heading up now, and fields are taking on a golden cast.

There are a couple of other signs of the season: Blackberries are ready to pick—and you can find them in some of the most unexpected places; and there is a heavy, sweet aroma from magnolias and privet hedge on the block behind the bank that is almost sweetly suffocating . . . Speaking of berries, the roadside stands selling their own farm-grown strawberries are doing a bumper business out on U.S. 17 this week.

This must be the critical period for the big palmettos that were planted at many points in the county during the early spring. It will take a lot of watering to keep them from dying . . . Over at Yaupon Beach there is the first and only thatched-roof cabana we have seen on a Brunswick beach. It is covered with palm fronds, gathered from the dead vegetation of the palmettos.

The Perry Como Show last Wednesday night was just as good as we had hoped it would be. That was a mighty lot of free publicity for North Carolina, and it was a real joy for us when we saw the beautiful shot of Orton show up on our television screen. Meant that Brunswick had made national coverage again . . . On the movie front "Fanny," reported to be a real "sleeper" is the show next Tuesday and Wednesday at Holiday Drive-in at Shallotte . . . Here at Southport "Follow That Dream" will be here for a late Show Saturday, to be followed by Sunday and Tuesday showing.

Riegel Sponsors Guard Exhibit

National Guard Day will be observed at the Riegel Paper Corporation Friday, May 18, as one phase of the national observance of "Armed Forces Week."

An announcement by M. B.

Camak, personnel assistant, reveals that National Guard units of the area will display training equipment for benefit of Riegel employees and the general public. Maj. Gen. Claude T. Bowers, Adjutant General of North Carolina, and other high ranking officers of the Guard will be present. Other county and municipal officials of adjoining areas have been invited to participate in the program.

Additional military officers tendered invitations to be present are: Brig. Gen. Roy E. Thompson, Assistant Adjutant General; Brig. Gen. Kermit L. Guthrie, of the 30th division; Brig. Gen. Ivan Hardesty, 30th division; Col. Wade T. Bruton, 30th division; and Col. Ned D. Broyles, senior Army advisor.

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SOUTHPORT, N. C.

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