

TOWSON AT A GLANCE

(Continued from Page 1.)
—Mrs. C. Burd Phipps, who has been in Towson for several weeks, left Tuesday morning to visit her aunt, Mrs. Adeline Boyer and daughter, Miss Ella Boyer, in York, Pa., before returning to Chambersburg, the home of her mother, Mrs. Susan Ruby.

—On Wednesday last the St. Patrick's Day Editor of "The Hex," the monthly newspaper published by the Black & Decker Manufacturing Company here, was issued in two colors, green and black. The paper is 3 pages and brim full of newsy items pertaining to the company and its employees.



—County Commissioner Harrison Rider is now "sporting" his Buick automobile again after it was in the hands of auto jacks, and missing for a few days. The car, which was stolen off a street in Baltimore city, on Wednesday of last week, was found abandoned on a lonely road in the county.

—The case of Mrs. Elsie J. Symington against Walter D. Hines, Director General of Railroads and the Northern Central Railroad Company, in which she asks \$25,000 for loss of her property, etc., began before Judge Duncan on a jury on Wednesday last and will continue on Wednesday next. The Jeffersonian went to press was still being reviewed.

—Ground was broken this week in the rear of the Hergenrath Drug Co., upon which a small garage will be erected.

—Mrs. Pools, of Baltimore, a sister of Mr. Harold Scarborough, assumed her duties in the office of the Union-News on Monday last.

—On Easter Monday night the Alumni Association of the Towson High School will give a dance. Gault's orchestra will furnish music.

—From the County Tipperary, Ireland, a piece of shamrock reached the "Jeff" on Tuesday last, presented by Mrs. James E. Green.

—Mr. George M. Price this week purchased from Mr. Tobias Linzer, the property at the corner of Pennsylvania and Delaware avenues.

—Miss Helen Ritter, daughter of Mr. and Mrs. Alfred G. Ritter, of North Fairmount avenue, is ill. She is being attended by Dr. Daniel Jenifer.

—Miss Miriam Gillis, of the Eastern Shore, has returned to her home after a visit with her sister and brother-in-law, Mr. and Mrs. R. W. Parks.

—Dame Rumor has it that the Towson Lodge of Odd Fellows will erect a building on the lot owned by them adjoining the People's Pharmacy here.

—A cafeteria lunch-room has been installed in the big factory building of the Black & Decker Manufacturing Company here, to accommodate its workers.

—The members of the Baltimore County Medical Association met in Baltimore city on Wednesday last. Dr. J. W. Harrison, president of the association, presided.

—Mrs. Carrie Lee Massenburg left Tuesday evening for an extended visit with her son and daughter-in-law, Dr. and Mrs. George Y. Massenburg, at their home in Macon, Ga.

—Thirty-two years ago last Friday Lee's store burned to the ground here, and the older residents will recall what a terrible day it was and how adjacent property was in jeopardy.

—Mr. Albert E. Blakeney, former County Commissioner and a member of the School Board, had the misfortune to have his automobile stolen while in Baltimore city on Monday last.

—Probated in the Orphans' Court here on Wednesday last, was the will of the late William F. Wilhelm, of the Sixth district. Mr. Wilhelm leaves his property to his wife, Mrs. Annie C. Wilhelm, for life, and at her death to his children.

—The John's Hopkins University Musical Club, under the auspices of the State Normal School, and the Towson High School, gave an entertainment in the auditorium of the Normal School last night (Friday), at which time an interesting program was rendered.

—Mr. John E. Raine, of this place, has sold the "Maryland Farmer," a weekly publication to the Maryland Farmer Publishing Co., of which concern he becomes the president. Quite a few Towsonites purchased stock in the new corporation.

—A verdict for the defendant, Mr. James W. Shea, was awarded in the Circuit Court here Wednesday last, when a suit which was brought by city fire concern was tried. The amount involved was \$100.00 alleged to be for tires purchased.

—After resolutions have been adopted and the Secretary of War notified that such articles must be disposed of, the Gentleman (Representative Graham) came back into the House and makes a complaint here because the Secretary of War has on hand so few of the very articles which he and his committee have been declaring should have been disposed of," said Mr. Connally.

—The Republican Senate has ceased to function as a deliberative body because of the aspirations of its leaders to win the Presidency. Here is the list of these Republican aspirants: Senators Harding, of Ohio; Johnson, of California; Lenroot, of Wisconsin; Poindexter, of Washington, Borah, of Idaho; Lodge, of Massachusetts; Knox, of Pennsylvania; Sutherland, of West Virginia; Watson, of Indiana; La Follette, of Wisconsin, and Sherman, of Illinois. Several of these are only "dark horses," of course, but each seems to expect a call for a deadlock should come in the Chicago convention.

—Hiram Johnson, who is "Progressive" in the West and conservative in the North and the East, is causing the Old Guard leaders worry and serious concern. They fear his influence in the Republican national convention. The Penrose-Hays group is danger threatened. The standpatners are uneasy also lest General Wood and Senator Johnson dynamite Senator Harding in Ohio. Presidential worries of the Republicans interfere with the business of Congress. With the House studiously and prayerfully hunting for political capital and the Senate launching and fostering Presidential ambitions, the danger of seeing the worst of the bad bargain made when they elected the Sixty-sixth Congress.

Strobel Pharmacy advertisement featuring a list of meats and prices, including 'Shoulder Veal 30 cts.', 'Rib Roast 30 cts.', and 'Towson Branch Belvedere Meat Market'.

'STOP! YOU OWE THE JEFFERSONIAN FOR A SUBSCRIPTION PAY UP THERE'S A PINK SLIP ATTACHED TO THIS ISSUE THE AMOUNT DUE IS \$1.50' advertisement.

'HAULING LOCAL OR LONG DISTANCE LIGHT OR HEAVY' advertisement for Harry A. Harris, featuring an illustration of a truck.

Maccar Motor Trucks advertisement featuring an illustration of a truck and text: 'Maccar Motor Trucks 1 1/2 Ton, 2 1/2 Ton, 3 1/2 Ton, 5 1/2 Ton'.

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miles; Sparrows Point Road, 1.7 miles, and Dulaneys Valley Pike, 0.9 miles. Said roads were either built under State Aid or were State Roads subject to maintenance by the county until improved by the State. Attention is called to the passage of the Burke Road Bill, which Mr. Suroc says "has several advantages over the present road law, in that it provides more money for roads, which is very much needed at this time to cope with the high price of labor, material, etc., and also to better care for our improved roads and build new roads of a more permanent character to carry the ever increasing motor truck traffic. Said bill also provides for a purchasing agent and a budget system, both of which should prove beneficial. Mr. Suroc further calls attention to the passage of the recent Act of Assembly changing the fiscal year of the county from May 1, to correspond with the calendar year, and expresses the opinion that this change "will greatly facilitate road maintenance during the early spring, as heretofore work could not begin until during the month of April, due to lack of funds."

AGAIN FACE REVOLT (Continued from Page 1.)
Mr. Penrose and Chairman Will H. Hays of the Republican National Committee have given orders to their lieutenants in the two houses that Congress must adjourn early in June.

—The hope is expressed by Mr. Suroc that the Philadelphia Road will be taken over by the State and improved under Federal Aid. "This road," he says, "is the most direct route to Philadelphia and leads to the Government Proving Grounds, and if improved by the State and Government would greatly relieve the congested traffic of the Bel Air road, which is a State Road."

—The following recommendations for road and bridge improvement in the several districts during the current year made by Mr. Suroc in his report, should be of special interest to our readers:
First District—Resurface the following roads: Hilltop road, Valley road, Hilton avenue, Bolling road, to Second District line; Dogwood road, from City line to Gwynn Oak avenue; Windsor Hill road, from City line, west to the Johnnycake road. Construct concrete curb and gutter on Edmondson avenue near Harlem lane. Replace all old

wooden box culverts with corrugated iron pipe and erect guard rails where necessary. Give all macadam roads a surface treatment of oil and chips. Resurface many wooden bridges with reinforced concrete as possible. Two or possibly three tar-patch gangs should be organized and start work as soon as the weather permits.

Second District—Continue the improvement of Old Court road through Granite. Build re-inforced concrete culverts on the following roads: Davis avenue near the quarry railroad; Deer Park road, near Thomas C. Worthington's property; Granite road, near Fred. Offutt's property; Lyons Mill road at McDonald's property; Marriottsville road, at Powells Run School House; Oakland road, near Oakland; Powells Run, near O'Dell's Mill, and Scotts Level road, near Millford avenue. Continue the tar-patching on the Old Court road and give same a treatment of oil and chips. Resurface as many miles of roads as possible. Grade and widen steep hill on McDonough road, where it intersects Lyons Mill road.

Third District—Oil and stone chip the following roads: Woodholm avenue, McDonough road, Garrison Forest, Stevenson road, Hillside avenue, Smith avenue, Slade avenue, Campfield road, and the Hillside lane. Roads to be surfaced as follows: Green Spring avenue, from Court road to Rogers Station, 1 mile; Hillside avenue, from Rogers Station to Stevenson Station, 1/2 mile; Craddock's lane, 1/2 mile; St. Thomas' lane to Garrison Church, 1/2 mile. Grade and widen road same for a distance of about 1200 feet. Continue and enlarge the patrol system.

Fourth District—Complete the improvement of Painters Mill road. Resurface Bonita avenue to Gwynnbrook avenue; Gwynnbrook avenue, to Garrison road, Cockey's Mill road to Chatsworth avenue, and resurface as much of Pleasant Grove road as possible. So continue the improvement of Timber Grove road. Ditch and properly drain as many roads as possible. Grade the hill on Mantua Mill road. Improve the hill on Mantua Mill road. Improve the hill on Mantua Mill road. Improve the hill on Mantua Mill road.

Fifth District—Continue the improvement of Herford road to the Seventh District line. Replace old wooden bridge on Mt. Zion Road with re-inforced concrete. Replace wooden bridge on Upper Beckleysville road with re-inforced concrete. Replace wooden bridge on Graves Run road with re-inforced concrete. Replace the old wooden culvert on Pleasant Meadow road with a 36 inch corrugated iron pipe.

Sixth District—Resurface the hill on Pleasant Meadow road, near William H. Wheeler's property, for a distance of 300 feet. The engineer recommends the purchase of a tractor to pull road machine, which heretofore has been horse-drawn, to replace all wooden culverts by corrugated iron pipes, open ditches and to grade roads as early in the season as possible.

Seventh District—Improve the Herford road from the York road to the Fifth District line, a distance of 2.5 miles. Widen the Graystone road, the section along the Gunpowder Falls, as far as Graystone Station. Improve the hill on the Graystone road, along the property of Mr. Burns. Widen the concrete on the Welsburg road between the bridge over the Gunpowder Falls and the Northern Central Railroad, which was constructed in 1914, 10 foot wide for a distance of 400 feet. Improve the Graystone road along C. Hoshall's property with a 14-foot concrete road, or a 14-foot Telford road for a distance of 400 feet. Eliminate a bad drainage condition which has existed for a number of years. The engineer recommends that the road supervisors give as much time as possible to drainage by keeping the side ditches and the main drain open to carry off surface drainage properly after heavy rains.

Eighth District—Resurface the Falls road from Seminary avenue to the top of the Railroad, approximately 2 miles. Improve the worst stretches of the Old York road from Graystone to the York road, a distance of approximately 5 miles.

Ninth District—Improve the west side of Delaware Avenue from Pennsylvania avenue to Chesapeake avenue with a combination curb and gutter and resurfacing. Replace concrete Chesapeake avenue from the railroad crossing to the York road. Extend East York road to Dulany Valley Pike, thus eliminating two dangerous curves. Widen the bend on Providence road. Construct concrete breakers on Joppa road hill and Malvern road. Improve Highland avenue from Chesapeake avenue to West Joppa road with a concrete curb and gutter. Build re-inforced concrete bridge on Cut Hill road near the entrance of Boys' Club on York road. Erect more guard rails on Charles Street avenue and on roads where dangerous conditions exist.

Tenth District—Resurface Sparks road from the Northern Central Railroad to Carroll road where necessary. Resurface the Phoenix road from the Paper Mill road through Phoenix to the Northern Central Railroad. Improve Jarrettsville Pike from Jacksonville, north to Ditch, and properly drain as many roads as possible. Build re-inforced concrete bridges on Sweet Air road to Manor, Sweet Air road near Frank Smith's property and Blenheim-Jarrettsville Pike, near Mrs. Linn's property. Improve Manor road from the Paper Mill road through Phoenix to the Northern Central Railroad, eastward. Shape up and widen Church lane.

'AUTO MOVIES BY F.B. & M.L. PORTS Maxwell Motor Car Distributors' advertisement.

'YORK ROAD GARAGE' advertisement with phone number and address.

'THE NATIONAL BUILDING SUPPLY CO.' advertisement for building materials.

'HOME FRIENDLY SOCIETY INDUSTRIAL INSURANCE' advertisement.

'DELCO-LIGHT' advertisement for electric light and power plants.