CAMBRIDGE TRIBUNE

Published Every Thursday By
THE TRIBUNE PUBLISHING CO.

Entered at the Postoffice at Cambridge as second class mail matter.

Subscription Rates

SINGLE COPIES ..... 3c each
BY MAIL—
3 Months ..... $ .40
6 Months ..... .75
1 Year $1.50

Advertising Rates Upon Application

Editorial and Business Office,
9 Spring St., Cambridge, Md.
Telephone, Cambridge 755

The Way Of Business

Business has been quiet lately—and the labor index of activity is substantially below the high levels reached this spring and early summer. The steadily falling stock market has been a depressive factor, even though most economists minimize the loss of security values and anticipate and upward trend in the near future.

In spite of improvements in certain fields, Business Week's typical barometer of business conditions has recently been slightly below the level touched during the same weeks last year. Major factor in the drop has been the curtailmnt of steel mill operations.

Business briefs of interest follow:

Railroads: Operating employes demanded a 20 per cent. wage increase—this was abritrated and a 44 cents a day increase was finally accepted. Additional wage costs to the industry will total $35,000,000 a year. The roads have petitioned the ICC for permission to raise rates; at this writing no action on thepetition has been taken.

Building: F. W. Dodge Corporation recently reported that for the first time this year, contracts fell under last year's comparative level.

Appliances: Household labor saving appliances, in spite of the normal seasonal decline, have been selling materially better than last yar. Sales of electric stoves have been especially good.

Automobiles: With the appearance of new odels, production has been stepped up. Makers expect a big year. The new cars are a little higher priced than last year; are slightly roomier and more powerful. Other improvements also have been observed in the new models.

Retail Sales: September figures show advances over September, 1936. Department and specialty stores look forward to a tremendous holiday business.

Locally prospects for Christmas business are good. Merchants are placing larger orders than in recent years and the majority of stores will have full shelves for the earlly holiday shopper to choose from.

Builders Within

Over forty automoble shows are scheduled to follow the National Show that has been held in New York City. These nationwide shows are staged from Indiana, Michigan and Illinois in in their area, and more particularly in these shows than anywhere else will the car-gazers realize that "there's our rubber, and steel that we have turned out; that's our glass, our limestone, copper, lumber and our manufactured products—those cars could never have been brought to such ideals of perfection if it had not been for us."

In the East and South other shows are on the cards, where hundreds of thousands of people will do the pointing with pride act at stream lined motors that are possible because we supplied the cotton paint, lacquers, textiles, porcelain, coal, chemicals and divers and various other things.

Then that rich empire beyond Old Man River—Des Moines, Portland, Oregon; San Francisco, Los Angeles, and other great cities, possesses the conscious conviction that the East could not make worth-while cars except for the fact that the manufacturers come to the productive areas beyond the Mississippi for silver, gold, lead, tungsten, nickel, manganese, zinc, pumice, wool, petroleum, hides, borax, mohair, mercury—and other things. Thus, all parts of the nation help to build our streamlined cars that on account of their attractiveness alone draw bigger crowds than the movies. What a country we have to supply so many materials and products to the great automotive melting-pots.

But that's not the half of it: When all the big shows are over there will be thousands of dealers in thousands of cities, towns and even at the cross-roads, engaged with perhaps three-fourths of the entire population appraising the world's best means of transportation — with father, mother and the kids rarin' to go in "one of them out onto the country's highways." By the way, the United States has two-thirds of all the World's good roads fit for automoble travel.

The highways, too, are bordered everywhere by different enterprises that may be counted in the figures furnishel by the United States Department of Commerce to show how it comes about that on out of every seven people gainfully employed in the United States work directly or indirectly in the automotive industry.

Too Many Taxes

In discussing proposals by which the forthcoming Congress might revise the undistributed profits tax law downwards the fact must not be overlooked that this measure was rejected by the Senate after it had gogged down under the weight of common-sense and logic in the debates. Afterwards it crawled through the two branches of Congress as part of a series of experimental compromises.

The principle represents a seed of sense that has grown a harmful crop of higher living costs. The increases have fallen hardest on the common people. Living costs have advanced 20 per cent, and more, in the past three years. Rents have gone even higher. You could buy a ten cent package of cigarettes for a nickle but for thetax; fifteen cents worth of gas for your car for a dime; fifty cents worth of choice meat for two-thirds the price, and your luxuries and necessities woull be far below the present market prices except for hidden taxes. Increases in prices occur with every fresh tax spree' Thus the complications and problems of life have become more complicated by more taxes.

The growth and expansion of our national ndustries is due to technological advancement, which means mechanical and scientific progress—called "Yankee inventions" by Europe a half century ago. The Yankee sylogism used to run: "The farmer pays the tax". Now, its "my friends and fellow citizens", one and all. When your tears flow and your heart aches for the "ill-nourished ill-clad and ill-housed" don't ose your head and be carried away with sob-stuff to prove that remedies for national ills exist in class legislation. The poorer you are the more every tax boost affects your interests. Only the very rich can ward off the blows.

Windsor Visit Called Off

From the first it has been difficult to see what good would come from the projected tour of the United States by the Duke and Duchess of Windsor. The prospects of morbid curiosity and purple publicity cast immediate doubt on the utility of a visit at this time. The German tour did not increase expectations, and the attitude taken by American labor organizations in the last week raised the possibility of unhappy incidents. Much as most Americans will regret the circumstances which have caused it' the Duke's decision to postpone his visit is clearly wise.

The labor opposition, based on the German rip and the fact that the tour was to be conducted by a friend of the Duke's who has installed labor saving and efficiency systems in many American factories should not affect a later visit under different auspices. Americans in general show little sympthay with this attack but abor groups appeared willing to make interest n the tour a fulcrum for their own publicity purposes. In fact the visit was almost sure to be a publicity football for one interest or another including of course the sensational newspapers.

Accident Repeaters

Automobile accident repeaters can be cured. That is the gist of an article in Publlic Safety, by Edward L. Yardan, describing the results of a corrective system last year by the Registar of Motor Vehicles in Massachusetts to 500 drivers elected as possessing the worst accident records n the Commonwealth.

Every one of these drivers had been involved n a number of accidents. One man, for instance, had injured several pedestrians by striking them with the right side of his car. Tests disclosed a weakness of his right eye, which was corrected with glasses. Another driver had had his car ammed three times from the rear. Tests showed his brake reaction to be exceptionally fast and he was advised to watch out for the car in the rear when making sudden stops. So it went with all 500. At the end of the test instruction period the 500 accident repeaters were allowed o drive again. Eight onths later the Registrar assembled their records. The 500 had driven an aggregate of more than 3,250,000 miles in that period. Not one of them had become involved in a serious accident. Only three of them had had any accidents at all.

The facts speak for themselves. Enforced education can cure the great bulk of the drivers who are today responsible for major and minor accidents. In relation to the vast savings in life and property involved, the cost to states and cities would be infinitesimal. Every motor vehicle department should be authorized by the egislature to adopt, as a consistent policy, some such corrective system as that experimented with in Massachusetts. Today, in most states, offending drivers are permitted to go out and repeat their errors. That is largely responsible for our soaring death and accident toll.

Our "Good" Intentions

The American people condemn old-world governments for their constant wars. The methods and diplomacy of Spain, Russia, Italy, Germany and Japan "give us a pain" and fill us with disgust. Nor do we think any too well of friends, Great Britain and France, because of the manner in which they jockey with the others. Congress made a careful survey of the situation a few weeks ago and passed a Neutrality Act to keep the United States out of war.

A good many years have passed since the people of our country decided that it was a waste of titme to try to make any part of the old world safe for democracy. Nevertheless here are stern reminders of 1916 in the activity of th Administration seeking to play peacemaker to nations that would thank us a great deal more if we would keep out of their embattled mud holes.

Now, as in the past, our splashings around in efforts to establish peace amongst people who prefer to fight reminds one of that rough and right old saying: "hell is paved with good intentions."

Home Fire Hazards

The National Board of Fire Underwriters has ust released a bulletin entitled "What to Look or in Dwelling House Inspections." While the bulletin is especially designed for firemen, the advice it gives can easily be followed to advantage by home owners.

Items to be checked from outside the house nclude: 1. Condition of roof. Old or warped oofing collects sparks. 2, Condition of chimneys. Loose bricks, open joints, cracks, improper supports, etc., present obvious dangers. 3, Condition of the yard. Dry grass, leaves, papers and other combustible accumulations constitute a serious fire hazard to adjacent places. 4, Condition of garages and sheds. Cleanliness and good maintenance are essential precautions. 5, The storage of hazardous materials such as oil and kerosene.

Inside the house a thorough fire inspection must include the checking of accumulated waste and discarded materials; storage of fuel; the condition of furnaces, stoves and other heating appliances; possible defects in inside chimneys, fire stops, etc.

The citizen who is uncertain as to hazards and their elimination can get the necessary information from the National Board of Fire Underwriters, 85 John Street, New York, or can obtain assistance of their local fire company officials. Periodic inspection by owners would unquestionably prevent the great majority of the dwelling fires which destroy millions of dollars in property values and take hundreds of lives annually.

Good Roads Diminish Farm Fire Loss

By CHARLES M. UPHAM

The loss of your home by fire, if you live out from town in the country, can be the direct result of the poor conditions of the road that passes your door. Farm-to-market roads that have not been improved and hard surfaced have a habit of going to pieces in bad weather. I remember a case in Delaware. I was at that time engineer for the duPont Highway. One night I was returning by car to my headquarters town in the south-central part of the state. Rain had been falling heavily, on and off, for about three days and nights, and the condition of the unimproved road over which I was forced to travel made driving a ticklish and sometimes uncertain process. It was about seven o'clock when I sloshed around a sharp curve and noticed a red glow that could mean but one thing: some farm house or barn was burning. I reached the scene of the fire and found the farm family and neighbors using an antiquated hand-pump apparatus. They were all doing their best to put out the fire.

The house was a well-built two-story structure and the family was frantic over what was happening to their home. I was told by one of the neighbors that the fire had been a small one at first, having started in a chimney near the ground floor, and had gained headway slowly. When it was seen that the flames were going to spread over the entire side of the house, the fire department in Wilmington, a few miles away was telephoned for help and every piece of furniture and clothing was removed to safety. If the fire truck had arrived in the quick time ordinarily required for the short trip from Wilmington, the house would have been saved.

We watched with anxiety and pumped with fury, but the odds were against us in our fight to control the steadily spreading flames with such inadequate fire-fighting equipment. All that was left to do was to wait for the fire-fighting apparatus from the city and hope that it would arrive in time. Expectant ears strained to hear the engine roar and siren that would announce its approach and smarting eyes kept looking down the road for headlights they hoped would be those of the overdue fire truck.

The farmer and his family were stunned into speechless dejection at the sight of their home being devoured by flames that they were powerless to extinguish. That home burned to the ground that night because the chemical fire apparatus from Wilmington failed to arrive. It bogged down to the axles on a muddy stretch of road only six miles away. No, the road could not have prevented damage to the house to a certain extent, but it was to blame for the total loss of the house.

Your home, if you live in the country on an unimproved subsidiary road, could be lost by fire the same way. This is but another reason why Congress of the United States included in its federal-aid appropriations for highways a stipulated sum for secondary or farm-to-market roads. Twenty-five million dollars have been set aside for the improvement of back roads through new all-weather construction and proper maintenance. It is wise, therefore, for those who legislate the expenditure of road funds within the various states to give careful consideration to the road needs of the farmers and others who make their homes and their living on the back roads of America.

Green and Yellow Vegetables Now Coming Into Their Own

All of November and part of December both pumpkins and their close relatives, the squashes, particularly the Hubbard and other winter varieties which keep well, will be particclarly welcome on the menu in pies or as baked vegetables, contributing their quota of vitamin A to the diet, according to Miss Margaret McPheeters, nutrition specialist for the University of Maryland Extension Service.

Miss McPheeters point out that one of the many discoveries about foods in the last few years has to do with coloring In green leaves and stems of plants and in the yellow roots and fruits is a yellow pigment called carotene. In the animal body, carotene turns to vitamin A. Cows that have had good, green pasture and good hay give milk rich in vitamin A. Egg yolks are richer in vitamin when hens have plenty of green food. When human beings eat green or yellow vegetables and certain red ones, they get carotene which is changed to vitamin A in the liver. When they drink milk or eat eggs, butter or liver, they get vitamin A from the green food eaten by the animal.

The green and yellow vegetables also furnish other vitamins, several minerals, and bulk, according to Miss McPheeters They are for the most part alkaline forming. One of their important functions is to supply vitamin A. Carrots are among the best of all the yellow vegetables for carotene and hence vitamin A. Squash comes next then pumpkin and yellow turnips. Among the leafy vegetables the greener thy are, the more carotene. New green cabbage, collards, turnip greens, and the peppers are all good vegetables for vitamin A.

For the average size family a washing machine should be of the six sheet capacity, according to Miss Jessie Hinton, home management specialist for the University of Mayland Extension Service.

LOVE POINT FERRY

To and from the Heart of BALTIMORE

Schedule in effect September 12, 1937 (Eastern Standard Time)

LEAVE LOVE POINT (B. & E. R. R. PIER)
DAILY ex. Sun. 1:00 a. m. — DAILY 9:35 a. m. — DAILY 6:00 p. m.

LEAVE BALTIMORE (PIER 5, LIGHT STREET)
DAILY 7:00 a. m. — DAILY 3:00 p. m. — DAILY ex. Sat. 9:00 p. m.

Passengers, Automobiles and Trucks Handled on All Trips

PASSENGERS:
50c ONE WAY • 75c ROUND TRIP (4-day limit)
50c ONE DAY EXCURSION
AUTOS INCLUDING DRIVER $2
TRUCKS INCLUDING DRIVER $3 to $6

SHORTENS THE WAY BETWEEN BALTIMORE & THE EASTERN SHORE

BALTIMORE & EASTERN R. R.

CLAIBORNE - ANNAPOLIS MATAPEAKE FERRIES

SAVE 100 MILES

FALL SCHEDULE
Effective September 28, 1937

DAILY AND SUNDAY
Eastern Standard Time

BETWEEN ANNAPOLIS AND MATAPEAKE

LEAVES ANNAPOLIS	LEAVES MATAPEAKE
8.00 a. m.	7.25 a. m.
10.00 a. m'	9.00 a. m.
11.00 a. m.	11.00 a. m.
12.00 noon	12.00 noon
1.00 p. m.	1.00 p. m.
2.00 p. m.	2.00 p. m.
3.00 p. m.	3.00 p. m.
4.00 p. m.	4.00 p. m.
6.00 p. m.	5.00 p. m.
8.00 p. m.	7.00 p. m.

BETWEEN ANNAPOLIS AND CLAIBORNE

LEAVE ANNAPOLIS	LEAVE CLAIBORNE
7.30 a. m.	9.30 a. m.
5.00 p. m.	7.00 p. m.

The Claiborne - Annapolis Ferry Company,
Annapolis Maryland

Charter Air Service
DAY OR NIGHT

From EASTON To	1-Passenger Plane	3-Passenger Plane
BALTIMORE	$ 7.90	$13.00
NEW YORK	32.40	50.00
PHILADELPHIA	17.20	23.50
WASHINGTON	9.90	16.75
WILMINGTON	12.90	21.50

Tred Avon Flying Service
EASTON PHONE 828-W MARYLAND

DINE - DANCE
AT THE SHORE'S MOST POPULAR TAVERN
Ye Olde Mill Inn
PRESTON, MARYLAND

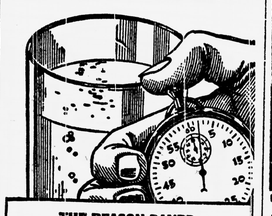
ALL ROADS--
LEAD TO GREATER VALUES AT
CHAS. T. MACE'S
ASSORTMENT OF COLUMBIA AND WESTFIELD BICYCLES

Nothing Down
Small Monthly Payments

New & Used
$8.00 to $50.00

BUY A BICYCLE ON
CHAS. T. MACE'S
EASY PAYMENT PLAN
RACE STREET CAMBRIDGE, MD.

THE REASON HEADACHES ARE RELIEVED SO FAST



THE REASON BAYER ASPIRIN WORKS SO FAST
Drop a Bayer Aspirin tablet into a tumbler of water.
By the time it hits the bottom of the glass it is disintegrating.
This speed of disintegration enables genuine BAYER Aspirin tablets to start "taking hold" of headache and similar pain a few minutes after taking.

All people who suffer occasionally from headaches ought to know this way to quick relief.

At the first sign of such pain, take two Bayer Aspirin tablets with a half glass of water. Sometimes if the pain is more severe, another dose is necessary later, according to directions.

If headaches keep coming back we advise you to see your own physician. He will look for the cause in order to correct it.

The price now is only 15¢ for twelve tablets or two full dozen for 25 cents — virtually, only a cent apiece.

15¢ FOR 12 TABLETS
Virtually 1 cent a tablet

"SOUTHERN COOKING" gives that down-in-Dixie flavor!

PHILLIPS Delicious Southern SOUPS

Blue Ribbon Coal
Wood and Fuel Oil
GRANVILLE HOOPER
Phone 155

Geo. T. Johnson & Sons, Inc.
Marine Railway—Shipbuilders
5 CEMETERY STREET CAMBRIDGE
WE BUILD AND REPAIR ALL KINDS OF BOATS
Pile Driving, Wharf Building and Dredging
LET US RECONDITION YOUR BOAT FOR THE SUMMER'S CRUISING

FARM Auction SALE

LARGE STOCKS, FARM MACHINERY, FURNITURE, ETC. OFFERED EVERY WEDNESDAY. NEW AND USED ARTICLES BOUGHT AND SOLD AT PRIVATE SALE.
Easton Auction Sales Co.
FEDERAL STREET EASTON, MD.

BOATS WANTED!
Have Immediate Sale for Several Stock Cruisers.
List Your Boat with Us for Prompt Results.
Miles View Boat Exchange
PHONE ST. MICHAELS 74-F-12 NEWCOMB, MD

Let Us Clear Your Buildings of Insects
Latest Process---Results Guaranteed
WE HAVE EXTERMINATED TERMITES AND OTHER INSECTS FROM MANY OF THE BEST HOMES ON THE EASTERN SHORE.
NO CHARGE FOR ESTIMATE.
IMMEDIATE SERVICE
G. R. Wallace
MEMBER EXTERMINATING ENGINEERS OF AMERICA
PHONE 144 24 DOVER STREET
EASTON MARYLAND