State Combats Two Revolts By Oystermen

Eighteen captains of oyster dredge boats were ordered arrested tonight for poaching on closed bars as the State conservation patrol boat McLane, armed with a machine gun, sped to another area where twenty-four dredgers were reported operating illegally.

Writs for the arrests were issued by Magistrate Edward F. Waytt as an open revolt appeared to be rising against restrictions placed upon oystermen by the State Conservation Commission.

Captains of the 120 dredgers in Chesapeake Bay had complained that low prices and poor supplies had caused their worst season.

The McLane was dispatched from Annapolis to Chesapeake Beach, Calvert county, under command of Capt. Amos Creighton, after a deputy inspector reported the situation out of control. The inspector said the twenty-four boats were anchored over old rock bar and that he was unable, single handed, to prevent dredgers from taking oysters in the closed area. The bar was seeded last spring.

The oystermen say they're going to stay there. Henry Haddaway, police chief of nearby North Beach, reported. He added the boats had been there for several days.

The eighteen ordered arrested in this Eastern Shore town were said by Capt. John A. Evans of Smiths Island, inspector for the commission, to have been dredging at Great Rock and Ditch Bank in Tangier Sound, lower Chesapeake Bay.

Typical of the oystermen's plight was that of Wilbur Marsh of Crisfield, dredger captain and one of the eighteen named in the writs.

The Conservation Commission has been closing different rocks each year for the past eight years. They have been planting six or seven thousand oysters on them until now we have practically no bottom to work on, he said.

For instance Great Rock, where we were arrested today—the first time in my life—is a rock containing 500 acres. They planted 6,000 bushels on fifty acres in 1935 and closed the entire rock. . . .

We decided that he (Judge Robert F. Duer, commission chairman) had control long enough and we opened it ourselves today.

We found oysters practically all over the rock. They were natural growth oysters, not oysters that had been planted by the commission. I caught 150 bushels.

Willie H. Evans, also of Crisfield, said the writ for his arrest don't make any difference.

I have not made a living, he added. If they send me to jail at least I'll have a place to sleep and get something to eat. That's better than I can do dredging.

It cost me $500 to equip my boat to dredge this season, said Elwood Johnson, of Crisfield, another of those named in the writs, and so far I've made about $200. I owe the entire amount to people who trusted me. Santa Claus is coming to other homes but it don't look as though he will come to mine.

If convicted on the charges of taking oysters from a reserved area, the oystermen face fines of $100 to $200 or jail terms of from thirty days to six months. Their cargoes will be confiscated under State law and their boats may be impounded as security for the fine.

The action today followed continuous requests by oystermen that the closed bars be opened. The commission replied, in effect, it would be pointless to open new bars when dredgers could not dispose of oysters being obtained from open areas. As prices go up, commission officials reiterated, new areas will be opened.

PACKARD LOOKS BACK OVER THIRTY-FIVE YEARS

Thirty five years ago, at this time of the year, workmen were just completing the new plant of the Packard Motor Car Company in Detroit. Others were busy unloading materials for the manufacture of the famous Model L Packard, first automobile to be built in the new plant and the car in which was originated the basic design for the characteristic Packard "life lines."

Those were busy days, recalled C. J. Shaar, who has just celebrated his thirty fifth anniversary as traffic manager of the Packard compny. We had to move everything from the Warren, Ohio, plant where all the Packard machines had been built since 1899 and on top of the job of getting machinery and everything else arranged and ready to start work we had to get materials in from all over the world for the new car.

In those days materials came in small lots instead of practically by train load as now but just the same they were busy days. It is of interest to recall that our production for the entire first year in the Detroit plant was 186 cars. We build that many in less than a half dy now. There are still five other men with Packard who were with us back in 1903. Two of them, Harry Pearce and Edward Jones, started with the company at Warren in 1901.

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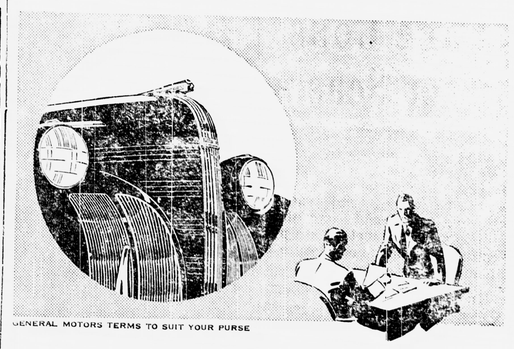
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Elimination Of Static On Plane To Ground Phone Calls Seen In Near Future

Ultra-High-Frequency Apparatus Developed By Bell Laboratories In Co-operation With TWA Line

Static-free radio telephone transmission between airplane pilots and landing field attendants has been demonstrated in tests made by the Bell Telephone Laboratories in cooperation with Transcontinental and Western Air, Inc. Despite thunderstorms and other atmospheric disturbances, flight tests of new ultra-high-frequency apparatus, utilizing channels in the band from 100 to 150 megacycles, show the system to be substantially free from adverse atmospheric conditions.

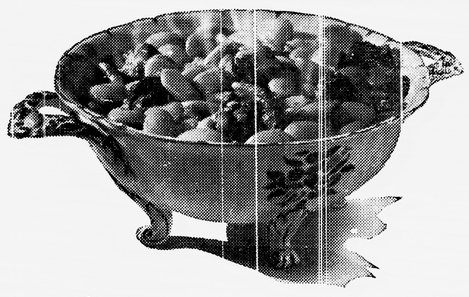
The system has been tested under actual flying conditions over the New York-Pittsburgh route of TWA. Should continuing tests, now being carried forward to explore the new system's behavior on other typical airways, verify the initial results, radio telephony at these frequencies will find extensive use, not only for aviation but also for police radio telephone and other land services.

Early in 1938 arrangements were made with TWA for an operational test of the new equipment on the Pittsburgh-New York airway. Ultra - high - frequency transmitters and receivers were installed near the airport at Pittsburgh and on top of The New York Telephone Company building situated in lower Manhattan. The latter equipment was controlled remotely from TWA's dispatch office in Newark. In addition to the Laboratories' airplane, ultra-high-frequency equipment was also installed in a TWA skyliner, which has been flown on regular schedule between Pittsburgh and New York. Both the aircraft installations and those on the ground were made separate from the regular complement of radio transmitting and receiving equipment normally employed for airline operations.

A month's trial under actual operating conditions, during which all types of weather were encountered, showed the new system to be free from static disturbances, even in the presence of violent thunderstorms. Rain static, another common source of interference, left the equipment undisturbed and the almost total absence of background noise, which usually crackles in the pilot's ears continuously, proved to be an important advantage through relieving discomfort and fatigue.

The tests gave additional verification to the fact that ultra-high-frequency transmission will not carry for any considerable distance beyond the horizon. Although this characteristic represents a handicap to the general application of such short waves, it is less important to aircraft communication because the airplane's horizon is continuously expanded as it gains altitude. It does mean, however, that for airline operation, a greater number of ground stations will be required along the line of flight than with present lower frequency equipment operating between 8,000 and 6,000 kilocycles.

Betty Barclay's Food Facts
No. 2 The Lima Bean



As these features appear, clip and file for future use. Each story deals with a different food. Each statement a fact. Each recipe a tested tasty.

Before preparing these paragraphs I opened "Telling Fortunes With Foods" and found the dried Lima bean listed as having 41.65 degrees of alkalinity per 100 grams—almost twice as high as its nearest competitor.

Picking up the United States Department of Agriculture's famous Bulletin No. 28, I found this same food listed as having an average fuel value per pound of 1,625 calories—an extremely high rating.

These statements may be technical, but should prove interesting to those seeking inexpensive nourishing foods with a decided alkaline reaction as balancers for the necessary acid-reaction foods that form such a large portion of the diet. Cooked dried Limas are available anywhere in cans and with cold weather coming, such foods should be stocked heavily.

Don't be content with a plain dish of Lima beans occasionally. This food lends itself to soups, salads and main-course dishes of various kinds. Here are two exceptionally good recipes as samples:

Limas with Sausage

1 cup cooked, dried Limas
½ pound sausage
1 medium sized onion
1 cup tomatoes
½ teaspoon chili
½ teaspoon salt

Fry onion and sausage until well done. Add other ingredients and simmer for 30 minutes.

Lima Timbales

2 cups cooked, dried Limas
2 tablespoons butter
2 tablespoons chopped onion
1½ tablespoons flour
½ cup milk
1 egg slightly beaten
½ cup chopped walnuts
¼ teaspoon pepper
½ teaspoon salt

Rub Limas through a coarse sieve. Melt butter, add chopped onion and cook until yellow. Add flour, stir until smooth, then add milk. Stir constantly until creamy. Add pureed Limas, egg, salt and pepper. Pack in buttered timbale molds or custard cups and place in a pan of hot water. Bake in a moderate oven (360° F.) for about 20 minutes. Turn out and serve with tomato sauce.

CHRISTMAS SEALS

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