Accident Comm. Releases Report

Because workmen and small employers alike are not thoroughly cognizant of the correct procedure to be followed in the event of accidents, the Maryland Industrial Accident Commission this week started distribution of approximately 5,000 placards detailing the required procedure.

Commission Chairman Charles E. Moylan said copies of the placard, which is the first to be distributed in several years and which takes note of recent changes in the compensation laws, would be mailed to employers throughout the State for posting.

Mr. Moylan said that in the year up to last November 1, a total of 254 claims for compensation were contested because of failure of the workman to notify his employer within the required time after an accident, and that 164 cases were contested because of failure to file a claim with the commission in the required time.

If it can be shown that ignorance of the law was the only reason for delay in filing a claim, Mr. Moylan said, the commission is usually lenient, but even so thirty-five claims had to be disallowed for failure to report or file claims within the time limits.

It is the hope of the commission, Mr. Moylan said, to eliminate most of these controversies by distribution of the placards.

The instructions to employees point out that notice of injury must be given to the employer within ten days or, in the event of death, within thirty days. The claims may be written or oral, except in the case of claims filed for occupational diseases, which must be in writing.

To the employer not familiar with the law, the placards give instructions regarding minimum safety codes, failure to comply with which entails a fine of from $50 to $500. The employer also is instructed as to the correct procedure to follow in reporting accidents and filing claims with the commission.

MEASLES IN STATE NOW ON DOWNGRADE

The epidemic of measles which swept Maryland during March appeared to be abating this week, Dr. C. H. Halliday, assistant director of the State Health Department, said.

The chief reason for the rapid decline in cases reported this month, Dr. Halliday reported, probably was that "most susceptibles already have had it." Weather conditions, he added, ordinarily had little effect on measles.

The disease at present appears to be pretty evenly scattered throughout the State, Dr. Halliday said

Age Of Wooden Ships Coming Back With Rush

The war aboard and the country's frantic rush for preparedness have brought the age of wooden ships back to Maryland.

In every litter port the lenght and breadth of the bay and in every snug harbor on the seacoast, old freight boats of all sizes are being repaired. New ones are being built. Ones now in commission are being worked to death.

The sudden activity of these little ships many of them powered by sail alone, is part of a broad national plan that is part of the defense program. Wherever possible, the little ships are taking over jobs once performed by big ocean-going vessels.

There were a great many large ships, for instance, that used to travel back and forth from the Atlantic seaboard to Hawaii and the Orient. Now every effort is being made to keep these ships shuttling back and forth from the West Coast to the Orient, bringing to this country such vital defense supplies as rubber and tin.

The cargoes they once carried through the Panama Canal are being shipped east overland. When the freight reaches the Atlantic seaboard, it is carried to its destinations up and down the coast by little ships that can handle coastwise runs but could not make the long crossings.

Just last week, it was announced in Boston that the old four-masted schooner Herbert L. Rawding, which did yeoman service in the last war but which hasn't done much since has been put back into comission. Her owners got in touch with Myer Saperstein, Baltimore ship outfitter, and asked him to recruit a crew for the old windjammer.

The little ships that travel only in the Chesapeake, of course, are doing their share. The docks of the regular steamer lines down on Light street are piled higher with merchandise these days than they have been in years.

Individual captain -owners of schooners and bugeyes, particularly of those that can make coastwise runs to ports in New Jersey and to the Southern ports, find their service in big demand. Many of them are engaged profitably in hauling lumber from the South.

One example of how the small boats can be useful could be seen a few days ago in Baltimore harbor. A power freighter, loaded to the gunwales with canned goods from an Eastern Shore packing plant, was tied alongside a British freighter, transferring the canned goods to the English vessel.

A lot of time was saved over the customary process of unloading the small boat at a dock and then loading the cargo onto the ocean-going vessel.

A few of the shipyards that ordinarily handle the reports on these bay boats are now engaged in building new boats for the navy. These boats mostly are in the wooden subchaser class. Not a great many contracts for this type of boat have been let in Maryland.

Nevertheless, repairs to the wooden freighters, and the usual spring yacht work, are keeping the small shipyards busy. Most of them report an acute shortage of skilled labor, due to the demands from the big shipyards and the other well-paying national defense industries.

Down along the ocean the small yards now are hard at work getting the menhaden fishing fleet in shape. The fleet figures there is going to be an especially heavy demand for their products this year, due to the fact that imports of foreign fish meal and fish oil have been drastically curtailed.

Crews for these boats often are sent down from Baltimore. So are workers for the factories that process the fish after they are brought ashore.

Many more barges are on the bay than there were last year. As larger ships have been transferred from runs between Baltimore and Norfolk with coal and fertilizer to longer trips to Cuba and South America for ore, the barges have replaced them on the bay.

The ore ships, in turn, were sent to replace other ships now carrying material to Britain.

So the ugly, dirty, but strictly utilitarian barges are coming in for their share of national defense work.

Every day barges leave this port with slag from Sparrows Point for the field construction at the naval station at Dahlgren, Va.

They leave with fertilizer for North Carolina, and return with coal for Sparrows Point, or with lumber for Edgewood and Aberdeen and Fort Meade.

Then there are seagoing barges which leave with steel for Norfolk and New York and even as far as Maine. These larger barges can carry from 4,000 to 5,000 tons. Some of the bay barges carry only 500 tons.

WARM WEATHER AIDING GROWTH OF SHORE CROPS

Warm weather so far this month sent crops booming along, helping recovery from "the coldest March since 1936," a weather-crop report said today.

Wheat, rye barley and grasses that "were of good color and good condition browned somewhat during the cold windy weather of February 18-24," the report, prepared by John R. Weeks, said.

Greening began during late March, except in the Allegheny Mountain region. At the same time early potatoes and peas were planted and some oats and clover seeds sown on the Eastern Shore.

"This April, mild weather from the first to the thirteenth was interrupted by cooler during the fifth and sixth. Moderate to heavy rain on the first and second and general heavy rain on the fifth satuated the surface soil and benefited grains and grasses."

The week ended yesterday was favorable for field operations and for plant growth, bringing much plowing and planting of early crops, Weeks added.

"Grains and grasses improved, greening nicely, and made growth. Wheat and rye are good; barley is good to excellent, and pastures are fair to good."

Wheat is reaching heights up to six and eight inches, early crops are progressing, and "peach and pear trees in the eastern half of the section have budded."

Weeks said last December was the mildest since 1931. January and February were "moderately cold," and March was "the coldest March since 1916, but there was no severe cold."

CASH PRIZES FOR BEST ESSAY

Members of Southern States Cooperative's junior boards have the opportunity to compete for cash prizes in an essay contest on the subject, "What Southern States Can Do to Better Serve Farmers of Tomorrow," W. G. Wyser, Richmond, Va., general manager of the cooperative, has announced.

These essays of 500 words will be judged on originality of thought, understanding of agricultural cooperation literary excellence, and neatness, but most of all on sincerity and degree of helpful suggestion, Mr. Wysor explained. Entries in this contest which opened April 1, must be in the mail not later than midnight of May 12, and should be directed to H. P. Martin, director of information service, Southern States Cooperative, Richmond, Va. Prizes will be $25 for the best essay, $20 for the second best and $15, $10, and $5 for those placing third, fourth, and fifth, respectively.

Southern States Cooperative has 1088 junior board members in its operating territory of Virginia, Maryland, Delaware, West Virginia and North Carolina.

Junior board members in Dorchester county include B. B. Bramfield, Jr., Herman Benz, Reginald Sellers, and John Baumgartner, Vienna, and Fred Eberspucher, Jr., Daniel Rue, John Gore, Jr., Ellis Eskridge, and Elvin Thomas, Cambridge.

RED MEN OF STATE TO MEET NEXT WEEK

Several members from this county will be among the 400 to 500 delegates of the Improved Order of Red Men, which will meet in Frederick April 23 and 24, for the one hundred and sixth annual session of the great council of Maryland.

Edwin C. Wilcox, of Dayton, Ohio, Great Incohonee, will be a guest, speaking at the sessions Thursday, April 24, and installing new officers.

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

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This Week at PHILLIPS HARDWARE

The Store With The Magic Door

The biggest event of the big spring season is here! It's our Spring Hardware Open House and it opens the door to bigger savings for you. You're Invited!—and your ticket of admission is just your desire to get better values than you ever expected to see. Manufacturers have cooperated by supplying us with truly sensational offerings. Attend our Savings Party—Open House is now in full swing.

For Your Lawn And Garden

Belt's Evergreen Lawn Seed Lb. 30c
Vigoro Plant Food ____ 10 Lbs. 85c
25 Ft. Garden Hose ____ 1.25
Dependable Lawn Mowers ____ 4.95
Steel Lawn Rakes ____ 49c
Long Handled Cultivators ____ 85c

For The Fisherman

Pequea Tribe Rods ____ 1.19 up
Pequea Tribe Reels ____ 98c up
Pfleuger Reels ____ 6.00 up
Sturdy Tackle Boxes ____ 1.25
Cuttyhunk Line, 45 Lb. ____ 65c

For Your Spring House-Cleaning

Dependable Scrub Brushes ____ 15c
10 Qt. Scrub Pails ____ 30c
Long Handle Wall Brushes ____ 1.25
Squeeze Easy Wet Mops ____ 99c
Long Handle Dust Mops ____ 59c
Liquid Veneer Polish ____ 25c

For Those Who Own Boats

Yacht Scrapers ____ 75c
Glidden Red Copper ____ Gal. 2.99
Glidden Spar Varnish ____ Qt. 1.60
Approved Fire Extinguishers ____ 7.50
Kapok Cushions ____ 1.25
Jacket Preservers ____ 2.50
Full Line Marine Hardware

For All Home Owners

Glidden Outside Paint—All Colors, 3.10 Gal.
Glidden Inside Paint—All Colors, 2.65 Gal.
Glidden Utility Varnish Stains ____ 2.25 Gal.
Glidden Porch and Deck Paint ____ 3.40 Gal.
Glidden Quick Drying Enamel ____ 1.20 Qt.
Full Selection of Brushes and Supplies

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