Cambridge Tribune

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USUAL THING -- UNUSUAL WAY

Elsa Maxwell has made a most unusual career for herself. Giving parties!

Where do you suppose she was born? In the fashionable Mayfair in London? On Fifth Avenue, New York? In Biarritz, France? No! In Keokuk, Iowa.

A woman's age is a delicate subject—ordinarily. But not in Elsa's case. She not only tells it, but will shout it—May 24th, 1883. So that now she is 64 years old—and going strong.

As a child she liked entertaining others. Parties intrigued her. When she was fourteen years of age her family moved to San Francisco, where she made friends and acquaintances and was invited to many parties. When it came her time to give a party she decided to give one that was different. Instead of having a nice ice-cream-and-cake affair, she hired a scow that was anchored in San Francisco Harbor, and for her music she engaged a musician to wander up and down the waterfront playing an accordian. The party was a big success; the talk of her set for days.

Her father died. Adversity sat on her doorstep; and she had to go and earn a living. She got a job playing the piano in a movie theatre in the days when it was called a "nickelodeon." She had to watch the picture on the screen, and improvise music to fit the scene.

Elsa Maxwell resolved to see the world, and in no time at all she was in London. In no time after that, she awoke one morning in Cape Town, South Africa. There she was invited to swanky party, met Lord Gladstone and so fascinated him that he invited her to one of his parties. She believed she could give more interesting parties than the ones she attended, so she waited her chance. Back in Europe she met Arthur Balfour, famous British statesman, and sent him an invitation to a party of hers. She hired the swanky Ritz, and spent all the money she had. It was a sensation. It was noticed in the London papers. She attracted more attention in one night than most women do in a life time.

A bit of luck came her way and she received $5,000 as a present. She took the money and gave another party — with Fritz Kreisler, the noted violinist, to play.

She came home to America and in New York gave the most elaborate parties given in that city in twenty years. At one of them she invited the guests to come dressed as the person they hated. More headlines! Elsa Maxwell's parties became a sensation.

To one of her parties came a movie man from Hollywood. She was short an dfat, and weighed 200 pounds; but he saw possibilities. She had personality; she was different; striking. He signed her to take part in "Hotel for Women." She was so well received that she has been signed for another picture.

Elsa Maxwell got to the top by doing the usual thing in an unusual way.

REMEMBER, CONGRESSMEN?

Remember us, Congressmen?

Well, we remember you! We remember how you were going to fix it all up so that labor and industry could work together for the benefit of themselves and the rest of us. We remember how the union laborer was going to be protected against both racketeer union boss and racketeer employer and how we were going to be protected from both.

We realize that any labor-industry legislation requires long concentrated planning so that it may be fair to all. But we haven't seen many signs of concentration on the subject. You HAVE talked about lowering taxes at a time when such a procedure is questionable; you HAVE spent considerable time trying to decide if Lilienthal is a secure respository for our bomb secrets, and you HAVE discussed aid to Greece and Turkey. We realize that these are vital matters, but why should they preclude action on the purposes which we primarily elected you to accomplish.

Your electors—and they include probably 75 percent of unionized labor -- expected you to formulate principles and enact laws, which would prevent work stoppages which result in hardship to the entire populace: This means stoppages in telephone, railroad and electric power services; water supply, heat and food transportation. If the perfume industry and its employees can't get along together—that's their lookout— but it's OUR lookout when the boss of 400,000 coal miners decides to freeze the public and stop the wheels upon which America depends to keep it at least on an equal competitive bass with a "waiting" Russia.

We expected you to formulate legislation which would make arbitration obligatory in those industries upon which we, your constituents, depend for our health and welfare. Is there any reason why prospective investors in coal mines, railroads, etc., should not understand before they invest that the company's labor questions are subject to the decisions of a court of arbitration? Is there any reason why managers and workers in the public's "domain" should not so understand? If they don't want such investments or such jobs, they can look elsewhere.

Who gave the railroads the right to build on public property? Who allowed the electric power companies, the coal companies, the telephone companies to utilize facilities belonging to the public. We the people did that—and we demand continued service in return. And we elected you gentlement to see that we get it.

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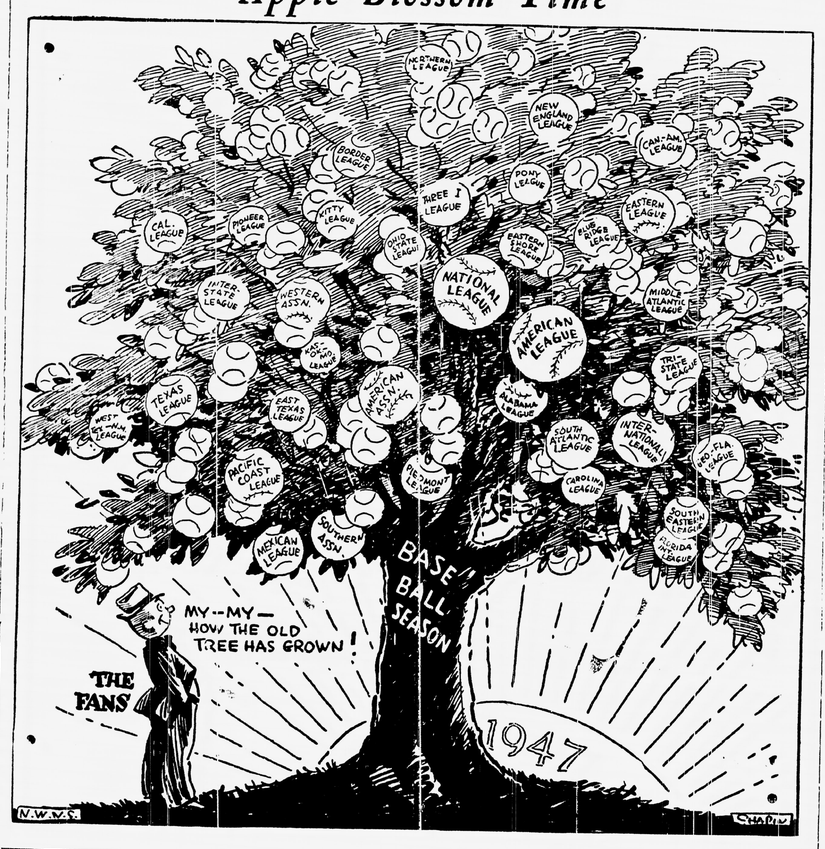


ENDING OF FERRY RUNS AUTHORIZED

Discontinuance of ferry service between Baltimore and Love Point "not earlier than June 1, 1947," was authorized Thursday by the Public Service Commission.

The commission's order followed a hearing March 11 at which it was shown, the order said, that "patronage of the service has greatly decreased and that the cost of operation is considerably in excess of the revenues received."

"Smoky Joe," as the Love Point ferry boat is known, is operated by the Baltimore and Eastern Railroad Company. Fifteen days' notice of abandonment of the service will be required, the commission stated.

Freight service between Baltimore and the Eastern Shore for persons who have been using the ferry will not be impaired, Charles T. LeVinness, attorney for the railroad company, has informed the commission.

In a letter dated April 16, he said:

"This is to advise you that in the event permission is given the Baltimore and Eastern to abandon the Love Point Ferry, provision will be made to handle freight between Baltimore and the Eastern Shore, either by trucking over the Matapeake Ferry, by making arrangements with some reliabl trucking company to handle thi business, or in some other manner satisfactory to the commission."

The company, in seeking to abandon Smoky Joe, had told the commission that it had been l ing an average of about $115,000 a year on the ferry's operation and that last year's loss had been $203,000.

EASTER OYSTER NAVY PLANNED IN STATE

New high-speed boats capable of overtaking illegal oyster scrapers who now have little difficulty in cluding the slow craft of the conservation patrol fleet, are to be acquired by the Department of Tidewater Fisheries, Edwin Warfield, Jr., chairman, has announced.

With approximately $115,000 provided during the next biennium for new boats, search for suitable craft is under way. How many can be purchased is not now known, but Mr. Warfield hopes it will be possible to replace 12 to 14 of the 26 patrol boats now in the conservation fleet.

Originally, it had been anticipated that craft to meet the department's needs could be obtained readily from among the surplus boats made available by the Maritime Commission and the military services.

It has been ascertained, however, that the most desirable craft already have been acquired by high priority holders such as governmental agencies and veterans.

A craft that would be ideal for the use as a patrol boat on the bay and tributaries, Mr. Warfield said, would have a speed of 25 miles an hour or more, have accommodations for a crew of two or three men and be capable of heavy-duty service under adverse weather conditions.

The amphibian plane acquired last fall soon will be equipped with two-way radio equipment, so that it can operate in spotting violaters and guide surface craft quickly to the scenes, Mr. Warfield said.

All the new patrol boats will be fitted with like equipment, which will operate on the same frequency as the State police radio, thus making it possible for State police control centers to handle calls.

Just which craft will be retired has not yet been determined, but they will be replaced on the basis of a careful appraisal and survey to be undertaken shortly. Many of the patrol boats have seen service since World War I days.

MOVE IN ELGIN'S BEHALF REPORTED

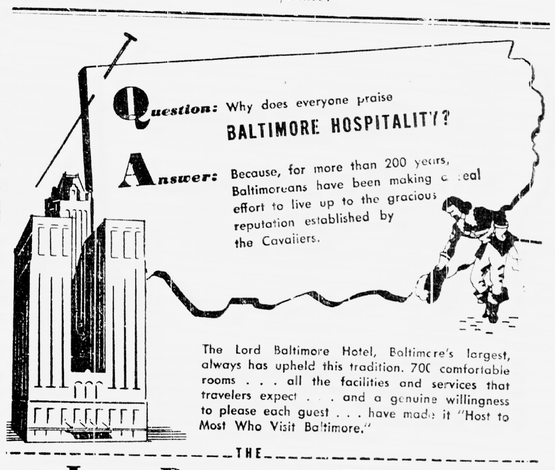
Friends of W. Lee Elgin, Commissioner of Motor Vehicles, reportedly are preparing a referendum petition for circulation in Baltimore city and the counties the net effect of which would be to continue him in office at least until the general election in November, 1948.

[illegible] an administration measure passed at the recent session of the General Assembly, Mr. Elgin's [illegible] would expire June 30, 1947, [illegible] the Governor would appoint a new commissioner as of July 1, 1947.

Prior to passage of the bill, Mr. Elgin's term was scheduled to run out until May, 1949.

Reportedly, the proposed referendum petition is designed to counteract the effects of the 1947 Legislature's action.

It is understood the 10,000 signatures necessary to force a referendum on the bill cutting Mr. Elgin's term by nearly two years will be sought from qualified voters in the State.



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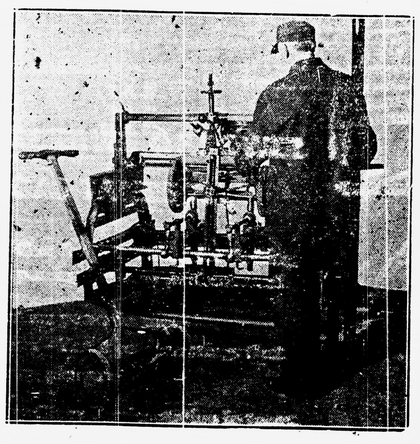

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Compare!

1 What do you think railroads make?

The public thinks we make 15%

15%

2 What do you think they should make?

The public thinks 10% would be fair

10%

3 What are the facts?

Actually the railroads earned only 2¾% in 1946.

To provide the service you want, railroads need to earn at least 6%. But estimates indicate that even with the recent freight rate increase, the return for 1947 will be only about half that requirement.

2¾%

Why it takes 6% to make the grade...

Impartial research polls show that, on the average, people think we make 15%. They also think a fair return would be 10%.

What We Make

But for the year 1946, with the biggest peace-time traffic in history, the railroads earned only . . . 2¾%. This is less than one-half the comparable earnings for other industries.

The reasons for this low return are not hard to find. Since 1939 railroad wages have increased 52 6/10% and the prices of fuel, materials and supplies have gone up 61.6/10%.

But freight rates have just recently been increased an average of only 17 6/10%—a year after the effective date of the last big wage increase.

What About This Year?

It is estimated that the return for 1947, even with the recent freight rate increase, will be only about half the 6% minimum return required to provide the improvements and service needed. This will be because of increased costs of materials and supplies; because certain wage increases granted in 1946 were in effect for only part of 1946 but will be in effect for all of 1947; because of increased special payroll taxes on railroads; and because of a decline in passenger business.

What Does This Mean To You?

The answer is "Plenty!" Your standard of living is the highest in the world because of MASS PRODUCTION. But mass production would not be possible without MASS TRANSPORTATION, which the railroads provide at low cost.

Why 6% Is Needed

The kind of service your standard of living requires takes a lot of money for new equipment and improvements. To carry out the post-war improvement program for better equipment, tracks, terminals and modern safety devices, a minimum return of 6% is needed.

So when the railroads make only 2¾ cents on each $1.00 of their net property investment, it concerns you.*

The funds for future new equipment and improvements must come from railroad earnings and also from investors. They will furnish money on reasonable terms only if they have confidence in the future earnings of the railroads.

You Have Another Stake In This

Even if you do not own any railroad stocks or bonds, insurance companies and savings banks do. So you still have a special interest in seeing that the railroads are allowed enough to do a good job . . . for you.

We are publishing this and other advertisements to talk with you at first hand about matters which are important to everybody.

*On total property investment, the railroads made only 2.19%.

EASTERN RAILROADS