Cambridge Tribune

Published Every Thursday By
THE TRIBUNE PUBLISHING COMPANY
Cambridge, Md.

Entered at the Postoffice at Cambridge as second class mail matter.
Subscription Rates
SINGLE COPIES ------3 cents each
BY MAIL—
3 Months ---------- .40
6 Months ---------- .75
1 Year ---------- 1.50

Advertising Rates Upon Application

Editorial and Business Office.
Cambridge, Maryland

PRICE REDUCTION

The administration has suggested to the industries that they arbitrarily lower the prices of the commodities which they manufacture. Tremendous difficulties would without doubt attend such procedure but it seems to the layman that the idea should not be put aside without the deepest possible analysis of the future outlook.

At present that outlook is not too encouraging. We have, as everyone knows, been spinning around in an inflationary spiral which not so many months ago became very threatening and which today is again taking on new significane. It is essential that labor, industry and the public concentrate upon stopping it before it gets out of hand. Labor is going to demand higher wages just so long as prices continue to rise; and prices are going to continue to rise just so long as labor obtains higher wages. Neither "contestant" in the industrial picture is to blame for a theory which presupposes that wages can rise and prices remain static. This astute philosophy appears to have been the brain child of certain economic fledglings developed by the New Deal out of material which could scarcely be considered fundamentally "Einstinian" to begin with some people consider it a clever plot, concocted by certain factions in our government known to be partial to state control to do away with private industry and the capitalistic system.

We must face the fact that a firm stand by some element of society is required to call a halt to a threatening situation. Labor and industry are in the best position to accomplish this, and labor, industry—and its owners— have the most to lose if they do not do so. Certainly these owners—the stockholders—would approve of any measure taken by management which would forestall the destruction of their equities, even though management arbitrarily lowers prices and thus scales down dividends—or even stops for the time being.

Just as in all other groups there are small men in industry and in the business establishments which control so much of it. But the majority of those who compose industry and business management made their way up the ladder by using their wits. These men are familiar with the laws of supply and demand of inflationary and deflationary movements and with other elements which go to make up the general economy. Any number of them agree with the principle that if a voluntary ceiling were placed upon commodity prices or better still, if they could be even slightly reduced, it would help greatly in preventing further discord in checking the inflationary spiral and in stabilizing economy. But very few seem prepared to take an open stand. The Fords did and International Harvester did. If a few more of the big companies—particularly the steel manufacturers — followed these leaders it might brighten the present rather muddy complexion of the American economy.

SACRIFICED TO WIN TOP HONORS

Have you ever worked desperately to accomplish something and had it fail, and then, suddenly, and unexpectedly, have it turn out an aid after all? I'll give you an example:

A dentist in Yonkers, N. Y., wanted to become a writer. He moved to a small town in Pennsylvania and began. His money ran out, and they lived on his wife's money. In five years he sold only four or five short articles. You will recognize the dentist's name—Zane Grey.

He plunged into a novel about a distant relative of his, Betty Zane, whose family name had been given him. (Zanesville, Ohio was named for the family.) The novel was based on a deed of courage the girl had performed at old Fort Henry when it had been besieged by Indians. She had saved the fort by filling her apron with gunpowder, running a gauntlet of fire, and delivering the gunpowder to the soldiers at the fort.

Zane had to economize on coal, so he wrote the novel on the kitchen table. His fingers would become so numb at times that he would have to stop and hold his hands over the stove before he could go on.

At last the book was done. He offered it to a publisher. It came back with a printed rejection slip. He sent it out again and again. It was refused by every publishing house in New York. But he still believed in it, and borrowed money to have it printed at his own expense. It failed. Seemingly.

One day he happened to meet "Buffalo" Jones, one of the great characters of the West, and among the last of the Plainsmen, and one who had done something no one else had done—lassoed poopoohed the idea. What! Lasso buffalo. The newspapers had buffaloes! Ridiculous. The old plainsman was sick in his hotel and had no one to cheer him up. Grey helped take care or him. "Buffalo" Jones was hurt most of all by the disbelief of the editors, for his pride had been touched.

Grey had an idea. "Take me out West with you and let me write up your exploits," he said.

"Can you write"?

"Yes," said Grey, and gave him a copy of his novel. For three days he did not have the courage to return. When he did "Buffalo" Jones seized his hand and shook it heartily "The book is fine. I'm going to take you West." On the trip Grey got the background and material for his first romantic novel of the West. Novel after novel flowed from his pen. After that he became the greatest money earner of any living novelist.

The book he had thought was a failure suddenly became the means of opening a door which made him wealthy and world-famous.

CAROLINE SITE SET FOR FEVER STUDY

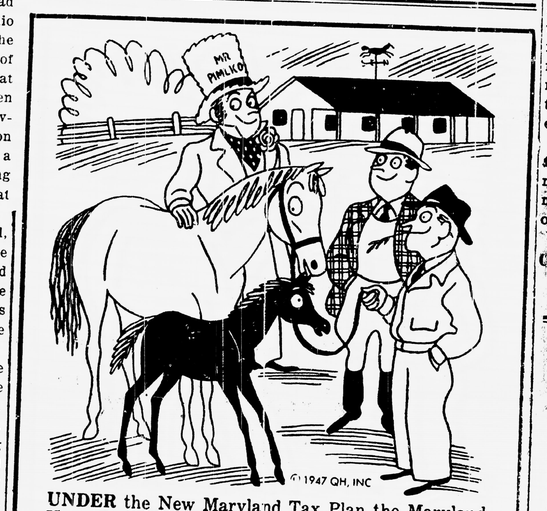
A research team from the United States Public Health Service soon will begin a scientific study in Caroline county in an attempt to learn more about undulant fever, a treacherous animal disease sometimes transmitted to humans.

Dr. Walter B. Johnson, Caroline county's public health officer, said this locality had been chosen for the study of the relationship of animal diseases to public health because of its close co-operation on scientific problems with the State Health Department.

The fever is caused by bacteria which normally attacks cows, pigs and goats. The fact that it was sometimes transmitted by these animals to humans was not established until 1918. In cattle it is known as Bang's disease.

Its incidence in humans has increased steadily. There were only 100 casesin 1928, the first year the Public Health Service made it a reportable disease.

Lumber Jack's Dilemma



UNDER the New Maryland Tax Plan the Maryland Horse Breeders Association get $8,000 each year from our four major race courses to help develop the important agricultural industry of horse breeding in our state.

PIMLICO pledges you the finest events that can be held under the Maryland Plan for Racing—The Maryland Jockey Club. Established 1745. (24)

HOTEL VAN BUREN
Atlantic City - New Jersey
South Kentucky Avenue — Near Everything
Quiet, Homelike Surroundings
MODERATE RATES - ELEVATOR
Phone 4-9131 JOHN H. WINTER, Prop.

Advertisement

From where I sit ... by Joe Marsh

"As Homelike As a Barn"

Cy Hartman finally got his new barn painted, but plenty of folks had a hand in it. Whenever someone got a free day, or a little extra time, they'd come over and help out with paint and brush.

And Cy, to show his appreciation, held a big "barn warming" Saturday—for all the folks who'd helped him (but not barring those who couldn't). Ma Hartman supplied sandwiches, and Cy rolled out a mellow keg of beer.

You'd never think of a barn as "homelike." But with those lanterns hanging from the rafters; makeshift tables spread heavy with food; and Ed Carey's fiddle playing while the folks enjoyed their beer—Cy's barn was sure a mighty hospitable-looking place!

From where I sit, it's just about as appropriate to have a barn warming as a housewarming . . . if only because it's another chance to get neighbors together in a spirit of good fellowship.

Joe Marsh

Copyright, 1947, United States Brewers Foundation

When Your Tablets Get Down to 4 That's the Time To Buy Some MORE

BREWED AND BOTTLED BY THE NATIONAL BREWING CO. OF BALTIMORE IN MARYLAND

WE REPRESENT

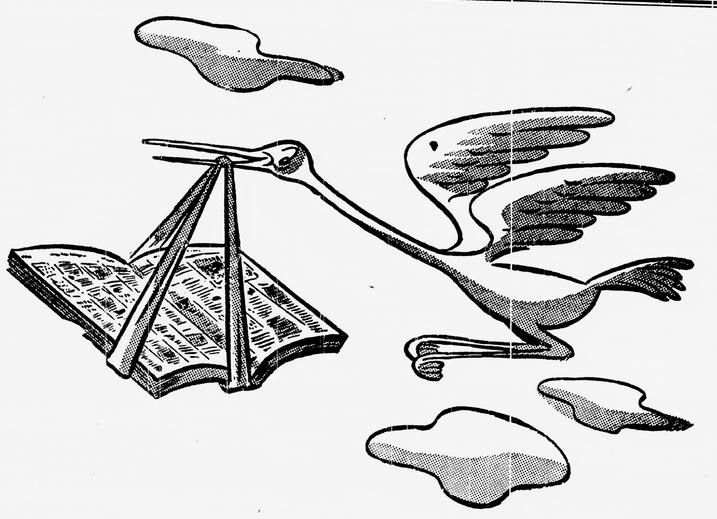
FLAGSHIP MARINE ENGINES

SALES SERVICE

Before you buy, compare others with Flagship for number and importance of exclusive features. You'll buy Flagship every time.

BATES MARINE SALES COMPANY
OXFORD, MARYLAND
Box 286 Phone 3491

For REAL PROMPT Relief from
MUSCULAR ACHES-PAINS
Easier To Apply Than Mustard Plaster!
JUST RUB ON MUSTEROLE



Announcing a new addition

to your Telephone Directory

Telephone users will welcome the arrival of the YELLOW PAGES—your new Classified Telephone Directory. This handy buyer's guide is an important section of the new Directory now being delivered to telephone subscribers in this area.

Whenever you want to know where-to-buy-it, it will save you time and trouble to *look in the* YELLOW PAGES. Products, services and supplies for home or business are listed there in convenient classified form.

You'll find that many dealers advertise in the YELLOW PAGES because this is where people look *when they are ready to buy.*

It will pay you to become acquainted with the YELLOW PAGES, and to use them often.

The Chesapeake & Potomac Telephone Company of Baltimore City

THE YELLOW PAGES TELL YOU WHERE TO BUY IT

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 8/10%—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