EXTENSION LINE OF B. C. & A. MAY BE SUSPENDED

Discontinuance Of Service Called Likely By Railway Officials.

ROAD IS NOT PAYING

Discontinuance of the gasoline extension of the Baltimore, Chesapeake and Atlantic Railway Company for Claiborne to Easton in the near future yesterday was admitted as probable by officials of the railway.

Turnbull Murdoch, president and general manager of the company, said the passenger service was not a paying proposition. He attributed this condition to the fact that the line is paralleled by bus service which operate over the state roads. If the situation does not improve traffic over the gasoline extension probably will be suspended he asserted.

Few Passengers Carried

"We had a committee visit St. Michaels several days ago," Mr. Murdoch said, "to talk over matters with residents of the section. Nothing as yet has been decided on. Our committee explained that we carry an average of only 10 passengers daily, and that this does not pay operation expenses. If the road is to continue, the people of the section will have to devise means to increase the traffic."

The first intimation of a possibility that operation of the branch would be suspended came when it was learned that R. L. Davis, representing the Postoffice Department at Washington, was soliciting bids for carrying mails to points between Easton and Claiborne. These points are Newcomb, Royal Oak, St. Michaels, McDaniel and Claiborne, now served by the gasoline extension. Bids received, it is said, now are being considered by the department.

Changes To Gasoline Line

The line from Claiborne to Easton, which is part of the company's steamer and train service to points on the Eastern Shore as far south as Salisbury, was changed from steam to gasoline propulsion last spring after the Eastern Shore terminus of the boat lines from this city had been changed from Claiborne to Love Point.

The company, it is said, wanted to discontinue the Claiborne branch at that time, but was persuaded to keep the line open in order to accommodate towns between Claiborne and Easton.

DAIRY AND POULTRY PROGRAM HELD

Steps to Advance Industries Outlined at College Park Conference

College Park, Md., Jan 26.—Definite lines of work for the advancement and improvement of the dairy and poultry industries of the State during the year were mapped out at the annual conference of Extension Service workers, at the University of Maryland.

The program for the promotion of the dairy industry approved by the conference, it was stated, has as its objectives the lowering of the production costs of milk and a decrease of overproduction losses. The work to be followed in remedying these conditions will consist of encouraging the operation of cowtesting associations, the placing of pure bred dairy bulls on more farms, cooperation with other agencies in obtaining sanitary milk supplies, an increased consumption of milk in the home, the schools and the communities and the encouragement of boys and girls' calf clubs in the state.

Better methods of marketing poultry and eggs were stressed as important in the program outlined for the development of the poultry industry. In this connection, the cooperative marketing plan now being perfected by the Maryland Farm Bureau Federation and which is intended to provide a better system of selling for the owner of fowls on average farm was indorsed. The plan was outlined in its general features by M. M. Stewart, secretary of the Maryland Farm Bureau Federation.

The program also included an indorsement of the certification plan for poultry being sponsored by the Maryland Poultry Association, Inc. As explained to the conference by Clinton L. Riggs, president of the Maryland Poultry Association, Inc., certification of poultry flocks is intended to provide an inspection service for poultry breeders whose flocks will be certified if measuring up to certain specifications of breeding, laying qualities and freedom from disease.

The program likewise included encouragement of boys' and girls' poultry clubs and the standardization of breeds to secure uniformity of product in a community.

All the counties of the state are represented at the conference and both agriculture and home economics work is being planned for the year.

JETTIES AT OCEAN CITY BRING BIG IMPROVEMENT PROJECTS

Ocean City., Jan. 26.—Projects for the further development of this city now on foot will make this resort one of the most attractive to Baltimore and Washington automobilists on the coast.

Two years ago the thought of a hotel that would rival those of the resorts on the Jersey coast would have been thought ridiculous, and the idea of another improved road into the cty would have met the same fate.

Money for such a hotel is available from Philadelphia people, it is said, and the offer to finance the construction of a highway from Ocean City for six miles up the beach and thence to Selbyville, where the Junction will be made with the Du Pont Boulevard, is now before the residents of the resort.

From Selbyville, Del., the autoist has his choice of either the Maryland or Delaware road system. This road would also complete a loop from Ocean City back to Berlin.

Th offer to finance the scheme came from a contractor, who will, it is said, agree to construct the road with the belief that it will be accepted by the State as a part of its system.

As outlined, the new road will join on the present Maryland State road at its end on Maryland Avenue, and widening to 40 feet, follow the line of the beach to the neck of land dividing Sinepuxent Bay, Maryland from Isle of Wight Bay, Del., crossing this to the mainland and for a short distance over the Delaware territory to Maryland.

North of Ocean City the island upon which it is situated widens to more than double the width of the portion upon which the city is built. The beach is claimed to be as fine as any in the country.

Faith in the system of jetties is directly responsible for the new feeling of people with money. Less than three years ago, with the beach unprotected a northeast storm swept the entire water front and nearly wrecked the place. During the summer of 1922 five jetties were set up on the beach. Since then, although storms of greater force have come, there has been no damage done to even a part of the boardwalk.

The past summer two additional jetties have been placed upon the beach and a deflector erected a half mile out in the ocean to turn the flow of the tide into the inlet in Sinepuxent Bay. Since the storm of three years ago, which tore a gash through the "near island," the waters of the Sinepuxent have become productive of seafood and the health of the resort assured.

Promoters of the hotel proposition say that they are satified that the future of the resort is certain and they will put up their money.

The hotel plans are being completed, the property has been secured and it is expected that construction will begin in the early spring. W. McC.

J. E. ELLEGOOD DIES AS TRAIN HITS AUTO

Salisbury, Md., Jan. 25.—James E. Ellegood, one of the few octogenarians of the Maryland Bar, was killed instantly and Mrs. Henry B. Freeney, a daughter, was injured, probably fatally, at Delmar today by a Pennsylvania Railroad train that demolished an automobile in which they were occupants.

James Ellegood Freeney, 15, son of the injured woman, escaped with injury by jumping.

Mrs. Freeny was taken to the Peninsula General Hospital here. One leg was broken and her body had been mangled.

The three members of the family were on their way to visit a relative, E. E. Freeney, at Delmar. Mr. Ellegood was driving.

Failing to see the locomotive until almost on the track, Mr. Ellegood, it is said, stepped on the accelerator, but the motor stalled in the train's path. The boy leaped in time.

Amos W. W. Woodcock, United States District Attorney, who was on the train, returning to Baltimore, was the first to recognize the victims. He delayed his journey to be of help.

Mr. Ellegood was born in Wicomico county January 1, 1841. He was a graduate of Washington College, at Chestertown.

Admitted to the bar in this county in 1870, he practiced at Salisbury for a few years and then removed to Cumbeland, Md., After six years in that city he returned. He had continued his law practice ever since. He was a member of the law firm of Ellegood, Freeney & Wailes.

Mr. Ellegood served one term as State's Attorney in Wicomico county. In 1900, as the Democratic candidate, he opposed William H. Jackson for Congress. He was defeated on a platform opposing "bribery in elections."

He was president of the Maryland Bar Association, 1920-21. As a director of the Salisbury Realty Company, he was a member of a group of business men who developed Salisbury's water front.

A GREATER WESTERN MARYLAND COLLEGE

The General Education Board of New York City (The Rockerfeller Foundation) has announced a conditional gift of $125,000 to Western Maryland College, to be applied to endowment. The condition attached to the gift is that the college is to raise $375,000 additional for endowment, making a total of $500,000 for endowment including the Rockerfeller donation. The Maryland legislature has also made an apropriation of $125,000 for a building, conditioned on the college rasising additional endowment. In other words, a total of $250,000 is to be given the institution provided the institution raises additional endowment to the amount of $375,000. Three years are given in which the conditions may be met.

This is a distinct challenge to the friends of the college. The board of trustees at a meeting held recently, accepted the conditional gifts and authorized a campaign to be put on to raise the amount necessary to meet the conditions imposed by the Rockefeller Foundation and the Maryland legislature. This campaign will likely be carried on in May of this year. The friends of the institution are much encouraged at the prospect of a successful campaign for funds. Western Maryland college has had a remarkable history and has done a great work in education for the citizens of Maryland and other states. The institution is making great strides along the colleges of the country.

NIAGARA RAINBOW AT NIGHT UNDER TINTED SEARCHLIGHTS

Schenectady, Jan. 23.—The General Electric Company has received a contract for the permanent illumination of Niagara Falls with a battery of twenty-four powerful searchlights, which will cast 1,320,000,000 candlepower of light upon the scenic wonder.

May 24, Queen Victoria's birthday, a holiday in Canada, is the date set for the completion of the installation and the first turning on of the lights. A big celebration probably lasting two days, is being planned by the Niagara Falls Chamber of Commerce.

The illumination will last four hours each night, through the use of color screens, unusually striking effects will be produced, vivid tints in numerous combinations playing on the falling water and the drifting mists.

The installation will cost about $60,000. Power will be donated by the Ontario Power Company.

OF INTEREST TO AUTOMOBILISTS

The variation in the efficiency of the brakes when on a long trip is due to several things, but the condition of the brake lining is perhaps most important. Sometimes the lining will become polished, in which case the brakes will not be very efficient. In other instances the lining may be "roughened up," in which case the brakes will suddenly begin to be more effective. Generally speaking, the dragging of the brakes or long application of them down long grades will cause the lining to become polished, where as a few sudden applications of the brakes will rough up the linings. Road dust and water will alter these conditions.

That an engine will sometimes heat up on a hill for lack of oil, depending largely upon the position of the pump, the type of oiling system and the condition of the oil? The pressure on the bearings during a pull uphill makes greater demands upon the oiling system, and if the bearings do not receive the proper amount of oil they will heat up, and perhaps stop the engine.

That the flickering of the oil pressure gauge when descending a steep hill is simply due to oil in the crankcase flowing away from the oil pump in cases where it is located at the rear of the engine? There is no particular danger if the pressure if affected in this way, since the engine is usually under its own power in descending such hills, and therefore, does not need a constant high pressure of oil to its bearings.

To clean spark plugs, soak them in a mixture of alcohol and kerosene over night. Then in the morning the carbon can be wiped off with a clean rag. Because of the highly glazed surface of the plugs, emory cloth or sand paper should never be used. When the glazed surface becomes roughened, the plug quickly fouls and stops firing.

PUREBRED PIG RIVALS MYTHICAL GOOSE

The goose that is alleged to have laid a golden egg every day has a close rival in present day purebred livestock, judging from a report from a pig club boy in South Carolina. "Five years ago last March," he states in a letter to the United States Department of Agriculture, "I joined a pig club that our county agent organized in this county. I had a purebred pig then 8 weeks old. Since that time she has farrowed about 100 pigs. She paid for my clothes three years in high school and gave me spending money also. I am now in my second year in college and she is still doing the same."

The owner of this pig is now participating in the "Better Sires Better Stock" campaign for the improvement of domestic animals and urges that the advantages of well bred stock be kept constantly before the public.

First Urchin—What kind of guy is that new kid?

Second Urchin—Oh, he's all right. I licked him.

Teacher—Jack, what's the meaning of the word "appetite"?

Jack—Well, when you're eating, you're 'appy, and when you get thru you're tite. That's appetite.

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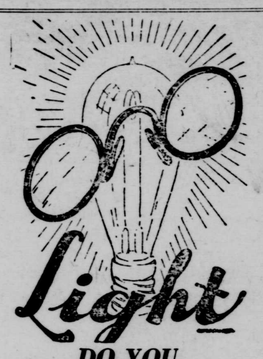

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