NEW GROUP FOR BAY BRIDGE

Mackal Will Oppose Project If it Interfers With Navigation.

John N. Mackall. chairman of the State Roads Commission, last Monday night said he was opposed to the erection of a bridge across the Chesapeake Bay between Sandy Point and Kent Island unless the span was sufficiently elevated to prevent interference with navigation.

Mr. Mackall was asked to comment on the plans disclosed yesterday when Clarence Soper, a real estate broker filed an application with the Public Service Commission for permission to build a bridge between the two points, which are south of the mouth of the Patapsco river.

Mr. Mackall pointed out that although a bridge between Sandy Point, in Anne Arundel county and Kent Island, in Queen Anne's county was physically possible, he regarded the scheme as economically unsound.

Any plans for a highway bridge across the bay must be approved by Mr. Mackall, as the State would have control over toll rates and would have the option of buying the bridge. Mr. Mackall said unofficially several weeks ago that the plans of the Bay Shore-Rock Hall bridge met with his approval.

"As desireble and necessary as a bridge across the Chesapeake Bay is at this time, I feel that the port of Baltimore is of far greater importance, not only to the city of Baltimore but to whole State of Maryland Mr. Mackall, declared.

Much of our future prosperity depends on the Development of our port, Baltimore cannot enjoy prosperity business the whole State is prosperous, and the State as a whole cannot make progress unless Baltimore develops.

For that reason I am opposed to the placing of any barrier across the bay at a point where it would interfere with navigation bound or from Baltimore. Large ocean liners how come here and within a few years the number will be greately increased. To eliminate interference with navigation bridge between Sahdy Point and Kent Island would have to have a span at least 1 500 feet long which at all times would be at least 175 feet above the water.

The problem could not be solved by means of draws would be elevated During the day the volume of navigation in so great that draws would be elevated practically constantly. Consequently, vehicular traffic would suffer long delays. The delaying of shipping is out of the question.

The carrying of the bridge 175 feet above the water fore 1,500 feet would be a costly proposition particularly since the depth of the water at the point where this elevation would be necessary approximates ninety five feet.

The saving in total distance of the bridge would not equalize this advantage."

Mr. Mackall asserted that the new group had not informed him of its plans. He also doubted wheather the War Department would permit the erection of a bridge at the proposed site

Except for a narrow stretch, the proposed Bay Shore Rock Hall bridge would span water not more than twenty feet deep For a narrow stretch near the Eastern shore the water approximates a fifty foot depth. This bridge would be eight miles long The proposed Sandy Point Kent Island bridge would be about four miles long.

W. Roscoe Bonsal, one of the vice presidents of the Seaboard Air Line Railroad and the moving figure in the Chesapeake Bay Bridge Company, last night declined to comment on the possibility of a second group competing for a franchise to build a bridge.

It is understood however that Mr. Bonsal's group considered the Kent Island Sandy Point site and rejected it as impractical.

In the announcement made a month ago this group asserted:

It would not be practical to construct a bridge across the bay at a point south of Baltimore harbor. The heavy volume of commerce coming to the port would suffer delay thereby and the operation of the bridge would be impractical while the site selected Bay shore to Rock Hall is practical from an engineering stand point and will fill all requirements as to accessibility.

Although Mr Lee said his group expected to erect its bridge if given permission for less than $10,000,000, one engineer yesterday asserted he believed erection of a bridge between Sandy Point and Kent Island would cost between $15,000,000 and $20,000,090,

The difficulty of elevating a span to permit large ships to pass would be responsible for increasing the cost, it was pointed out. Mr, Bonsal originally estimated the bridge he proposed would cost $18.000,000, The plans call for a bridge about ten feet above the water's surface.

Harold E. West chairman of the Public Service Commission last night said. Mr, Lee's application was not properly before his body. No action would be taken on it, he said.

"We shall point out to Mr. Lee that our commission has no authority to issue permits of franchises for the erection of toll, bridges," Mr, West explained.

DOINGS OF THE WEEK.

Local and other Itema of Interest of Our Readers.

York carriage, good as new, for sale cheap. William Walter Grasonville, Md.

Baker Bros. announce in this issue that they have a new manager, and he is carving the prices on tires and accessories.

W. B Chance is overstocked with household effects and will dispose of some Saturday, January 15, at 2 P. M.

Dogs killed and wounded seventeen sheep belong to James Smith on the Brown farm, tenanted by Chas. Cahall, near town.

Announcement—Dr. H. H. Crickenberger has taken over the Dental practice formerly conducted by Dr R. B. Towill and Dr. David Monk on Lawyers' Row, Centreville.

Many of the dirt roads throughout the county are in very bad condition since the thaw and cars are getting stuck in many cases. Roads that were worked in the fall are almost impassable in places.

James U. Quimby celebrated his 38th birthday Thursday night at his home near town, with a wild goose dinner to the members of the Bibby's Ducking Club—of which he is a member—and a few friends.

W. Raymond Horney, junior member of the firm of Harper and Horney, of Centreville, qualified early Monday morning, Jan 3rd. as States' Attorney for Queen Anne's county, Mr. Horney was the successful candidate for that office in the 1 ist election.

William H. Carter and Grant Yaetes of Centreville, has purchased, the Church Hill mill. Mr Carter is an experience mill and will give the new acquired property his personal supervision Most of the output will be handled at their exchange in Centreville.

J. C Rodgers of Rock Hall, give notice in the Baltimore Sun to all representatives in our legislature that he will not support anyone who vote for the 4½ cents gasoline tax. Rodgers you may come under the corrupt practices law, so be carelul, and not take in too much territory.

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HAPPENINGS IN PINEY NECK

Items from Grasonville and other sections of Interest

The windy and cold weather of this week has been trying on oystermen.

The wood and coal men have been working overtime several days this week

Earle Coursey and Herbert Pierson of Baltimore, were visitors in Grasonville for the week end.

Miss Iola Leary is entertaining Misses Venice White and Elizabeth Sewell of Stevensville, this week.

Ralph Baker has figured it out that there's no way to get even for a cool reception on the radio.

Mr. and Mrs. Jake Passwater have returned home after a visit of several days with his folks near Massey.

Calvin Stafford of Philadelphia, has returned home after a short vacation with his uncle, John Bamberry

Bill Jones tells the folks that some radio announcers like a greatmany people seem to think they are the headliners.

Mrs. Nora Parks of Baltimore, has returned home after spending the holidays with her mother, Mrs, Charlotte Baker

Miss Carolyn Coursey one of our much beloved school teacher has returned home after a visit with friends in Baltimore

Miss Clara Jewell after spending the holidays with her parents, took up her duties Monday as teacher of Ruthsburg school.

Mr. and Mrs. William Lynch, Mrs. Nellie Sheppard and Geo. Rhoades of Crumpton, were guests of friends in Grasonville, New Year's day.

Misses Lillian Leubeheizer and Aubrey King of Baltimore, returned home Sunday after a week's visit with Miss Evelyn King dnring the holidays

Dave Smith says that a day dreamer is a man who figures out that how much rebate he would receive in the proposed income tax reduction if he were worth a million dollars.

It is gratifying to the many friends of William E. King, that the stockholdert of the Queenstown Bank again re elected him president at their annual meeting on Thursday.

While on a business trip to Baltimore, last Saturday, Joseph Evans was taken ill and had to be sent to a hospital. His physician thinks he will be able to return home next week.

A. A. Alexander is nursing a badly bruised wrist caased by falling plaster falling on him and the sharp edges cutting him The entire ceiling of his dining room fell while he was passing through it and he says [illegible] enough sand to [illegible] section of road.

[illegible]rnoon while [illegible] a res[illegible]e Mont[illegible] of Bal[illegible]he attend[illegible] College, Wil[illegible]ated in com[illegible]st schooling was [illegible] after which th[illegible]ded and gradua[illegible]ville High School.

The many friends of Ray Helweick, who resided in this section for a number of years, and who is a frequent visitor here at the home of his parents, Mr. and Mrs. Chas. Helweick, will be pleased to learn that he is making good as a Baltimore policeman. He was a very proud man New Year's eve when he celebrated his 37th birthday, and also received a promotion from the police board.

Little Willie Collier tells us that we sometimes hear of people who work themselves to death. just as we hear of ghosts and man eating sea serpents And all the time we know "there ain't no such thing."

For one man who works himself to death ten thousand die from lack of exercise, overeating, late hours, or avoidable worry. Fatalities from over work or from hiccoughs are about equaly rare. Work developes; work stimulates: work strengthens: work induces, promotes, and compels growth: work lays a corner stone in the successful structure whose place can not be filled by a substitute.

Work is the greatest actuator greatest accelerator that any person can attach to his job, but all the time let it be understood that we mean intelligent work, intelligently applied. Aimless effort counts for nothing: the spasmodic. unintelligent worker in comparable to the well known frog in the well, for ever hopping up and slipping back. Hard work will not at all take the place of judment, thoughtfulness tact nor an earnest purpose. Added to these, however, it always means a successful career. Working and liking it is normal existence. It is also the most lasting form of enjoyment. But to many people, work is and ugly word.

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T. Herbert Willis, Bloomingdale farm

KILLED IN AUTO ACCIDENT

Norman Moore Instantly Killed Saturday Evening

A sad gloom was cast over Queenstown when it was heralded throughout the town that Norman Moore, aged 21 years, son of Mr. and Mrs. Noah Moore of this town, was killed in an automobile accident in the White House woods, between Queenstown and Centreville, Saturday evening at 7.30 o'clock

Moore in company with Spedden Delahay of Baltimore, and John Embert of New York, were on their way to Centreville, when after passing the railroad bus pulled out to give the car driven by Miss Carrie McCanaheau of near town, the right of way when their coupe driven by Delahay skidded and sideswiped the other car.

The force of the impact caused the Delahay machine to sway around in the road, and before the driver could gain control of the machine, it capsized and those who witnessed the accident stated it made three complete turns and finally came to a stop resting on its right side.

Delahay and Embert were uninjured and managed to extricate themselver from the wreckage and they then turned their attention towards the rescue of Moore, who was caught beneath the machine. Joseph Bishop happend along about that time as also did Jump's bus loaded with pasengers from the Queen town train, and they managed to get Moore from beneath the wreckage. He was placed in the Bishop machine and rushed to Dr. McPerson's office in Centreville, where it was found he was suffering from a crushed skull and had numerous cuts about the face and neck. Death occurred five minutes after the rescue party reached Centreville.

A coroners inquest was held with Magistrate Robert Coursey in charge, and their decision was that the accident was an unavoidable one and that Norman Moore came to his death through accidental means.

Funeral services for the deceased were held Tuesday morning at the Queenstown M. E. Church. Interment was made in Church Hill Cemeter. The following were pall bearers: Milton Faukner, Charles Metzdorf, Charles Anthony, Elijah Jester, Willard Swain and Nathan Morris.

Revs. C. E. Carr, J. W. Tubbs and S. E. Wells, officiating.

Besides his parents, Mr. and Mrs. Noah Moore, the deceased is survived by two sisters and four brothers. as follows: Mrs. Clyde Bird, of Newark, Del.; Mrs. Harry Jones and Mrs. Hiram Pinder of Queenstown: Herman. Leonard and Daniel Moore, of Philadelphia, and Eloyd Moore, of Queenstown.

The deceased had a host of friends throughout the county who were deeply shocked to hear of the accid[illegible]

SEAGOING SHOWBOAT

Theater, Restaurant and Midway With Carnival Attractions

The Baltimore Evening Sun tells the story that will interest a number of stockholders throut Queen Anne's county A. A. Leyare the promotor of the enterprise—Joy Boat—is well and favorabiy known throughout this and Kent county. Here's the way the Sun tells it;

A sea going chatauqua is being built at the foot of Andre street, When completed it will be the largest showboat afloat. Its plans provide for a theater, a restaurant and midway with carnival attractions—all aboard a single bottom.

The steamship Mahanna, a vessel of the wooden fleet constructed during the world War to discourage German submarine warfare, is being converted into the showboat. A score of workmen are busy making necessary changes,

The Mahanna, 285 feet long and with a forty five foot beam has made but one voyage, That was from Oregon, where she was launched, to Baltimore. When the war ended the big ship was stripped of her engine and tied up at Andre street.

With his many blue prints diagrams and drawings of "how she'll look" later on, A. A. Leyare who is superintending the work described what is to be done. The upper deck will be given over to dancing. while on the middle deck forward will be a merry-go round. Amidships on this deck will be the the glad way otherwise a carnival.

Aft on the same deck are to be other amusement. mainly the Catapiller Ride. And below is to be the theater, planned to seat 1.500 persons. Forward of the theater and on a level with its balcony the restaurant is to be, said Mr. Leyare.

The boat when completed, will will be know as the "JoyBoat" and will play between Beauford N.C., and Bristol, Pa. New York shall never see it unless New Yorkers come to it, said Mr. Leyare, It will be in Baltimore—its home port—two weeks of a year, he added,

A chaplain will be a member of the ship's crew, will and he conduct services and address an audience once each day, Mr. Leyare said.

Mr. Leyare now owns and operates a store boat a floating department store, that plys the district the "joy boat" will cover, he said.

Another duPont Road

Prior to his departure Tuesday on a trip through Florida, U. S. Senator Coleman duPont, of Delaware, spoke optimistically relative to the bill he recently introduced in Congress proposing a highway to stretch across the country from the Atlantic to the Pacific "If the people of the United States knew as much about up to date through highways as the people in Delaware do, they would not hesitate to push this constructive legislation to a finish," Senator duPont remarked

When asked what the prospets of the passage of the bill are the senator stated that all of his colleagues with whom he talked on the subject, spoke favorably of it. Asked if he believed any part of the road would extend through the State of Delaware, Senator duPont pointed out that this would be determined by the survey if the project goes through. He said it would first be necessary to complete the survey before the exact situat on of the road could be decibed upon. The bill, which was introduced upon by Senator duPont, proposes an immense highways to extend from the Atlantic to the Pacific. It would be 500 feet wide, according to the senator's plans 100 feet to be held for present use of roadway; and 200 feet on either for future growth, to be rented, however, until needed at an interest of 5 per cent that would be paid to the government.

This is not the first road suggested by Senator DuPont. In 1909 he offered to construct an ideal highway through Delaware as a gift to the State. In 1911 construction of the present duPont Boulevard, extend from one end of the State to the other was begun, the project being financed by Senator duPont.

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Weather Signs

Does the weather on certain days of the year control the weather for long periods in the future? One of the difficulties in the way of accepting any of these predictions, the Weather Bureau of the United States Department of Agriculture points out, is that most of them overlap and lead the discerning into many absurdities.

For example, many people believe in forecast starting from certain supposedly important day or control days in the year It is said that "as the 1st of January is so will be all the rest of the month; that the 2d day of January (though itself already ruled by the 1st) determines the weather of February, and, strangely enough, also that of the following September and that the 3d of January (likewise ruled by the 1st) is a model of the coming March." The 3d is also credited with fixing the weather of the following nine weeks. If we go on to St. Paul's day, January 25, we find assurance that if it be fine so will all the rest of the year be. But we have just been told that the 1st of January rules the whole month; hence if the 1st be fine so must the 25th be, and from that time all the rest of the year, which we know very well is never true.

Again, they say that as November 21 is so will be the coming winter. Therefore, if any 1st of January happens to be a fine days, so must be the 25th of January and the 21st of November, which will rule the 1st of the following January; hence for all time there will be fine weather.

The weather for 40 succeeding days is supposed to depend in one way or another at Candlemas Day, February 2, which is called ground hog day in this country; also on that of St. Swithin's Day July 15; St. Peter's Day, February 22 (which has already been regulated by the weather on the 2d of January); on Pancake Tuesday, Ash Wednesday. St. Medard's Day, June 8: St. Protasius' Day, June 19: July 3, the first dog day; St. Bartholomew's Day August 24. A brief calculation will show how unfortunately these periods overlap and either contradict each other or plunge the world in a vale of perpetual rain. It is not clear why the period affected should so often be 40 days, except possibly for the example set by Noah. There are also numerous shorter periods covered by similar predictions.

The Weather Bureau discreditems them all emphasizing the fact that the only reliable guide to weather behavior is the record of what has happened in the past, and as such records show considerable variety in the weather as a rule, it is absurd to base prophecies on them.

Held On Arson Charge

Charged with arson following the burning of his home and a nearby dwelling at Crumpton Charles Wiggins, 65, was arraigned before Justice Robert Coursey and held for the action of the May term of court.

It is alleged that Wiggins told residents of Crumpton that he planned to burn at least one of the buildings. The accused man's defense is that he accidentally upset a stove while filling it with wood.

The other burned building, which was unoccupied, is said to have been ignited by the man when he was using a match a find liqvor he thouht he had hidded there. Wiggins was arested by Sheriff Frank Y. Whitely

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