IMPORTANT NEWS QUICKLY TOLD

Happenings In Various Sections of Old Maryland

NEWS ITEMS FOR OUR READERS

Hagerstown.—Arthur D. Herbert, a West End merchant, was fined $5 by Justice John H. Bitner on the charge of buying on the City Market eggs for resale. Justice Bitner gave warning that the practice of buying on the City Market for resale would have to stop, and if it is not stopped he threatened to increase the fines upon every merchant convicted.

Cambridge.—Parts of Dorchester county were visited Friday night by a heavy rain, wind and hail storm. In the Neck district, wheat and tomato crops were badly damaged by hail. The hail storm lasted about 10 minutes, during which hail stones as large as a hen's egg pelted the earth. Trees were uprooted and blown down near Vienna.

Easton.—The largest mortgage ever recorded in Talbot county was brought to the clerk's office this week. It is a mortgage of the Continental Trust Company, trustee, to secure an issue of $60,000,000 in bonds. It requires 86 pages printed and will take about 50 pages of the land record to transcribe it. It has to be recorded in all the counties in the State in which the Pennsylvania Railroad operates.

Easton.—Pea packers began operations last week with what promises to be a very large yield. The canneries will not be in full operation before next week. Despite the early unfavorable weather, the crop is said to be extremely large, with a large acreage planted. Canners have established depots in various parts of the county where farmers can sell their crops without long hauls. Farmers are selling at $80 a ton.

Centreville.—Charged with maliciously burning the home of Henry E. Wright, Centreville, on May 3, Emily Fisher, colored, of Centreville, was arrested by Constable Marion Councill, and will be given a hearing before Justice Robert Coursey. The girl was released on $500 bail. She was employed as a servant in the Wright home. She admits starting the fire in one of the upper bedrooms, but states that it was accidentally done. She is 14 years old.

Cambridge.—During a terrific thunderstorm lightning played havoc at Travers Wharf, where a picnic was being held. Mrs. Sophia Phelps, wife of Capt. Spence Phelps, now organizing a company here for the Maryland National Guard, was instantly killed, and Capt. Philip Moisan, of Baltimore, who was on a visit to Capt. Phelps, was thrown to the ground and rendered unconscious. He was removed to the hospital in Cambridge and was reported to be improving.

Elkton.—Miss Elizabeth Kollock, 83 years old, sister of Dr. H. G. M. Kollock, was run down and killed by an automobile truck in front of her brother's office in Newark, six miles north of here. The truck is owned by H. B. Wright and was driven by George Jackson, 19 years old. The young man was placed under arrest and held under $5,000 bail for the coroner's inquest. Several persons who witnessed the accident state that in their opinion it was unavoidable.

Easton.—Isaiah Fountain, colored, convicted of criminally assaulting Bertha Simpson over a year ago and now in the Easton jail awaiting the date to be set for his execution, says he has been converted and is now prepared to meet his Maker. He made this assertion to the Rev. Chase, of Trappe, and the Rev. Kincaid, of Williamsburg, two colored preachers who have been acting as spiritual advisers to the prisoner. He also states he is innocent of the crime he is charged with, but seems resigned to his fate.

Frostburg.—To fill vacancies in the Frostburg city council occasioned by the resignation of Councilmen Harry Lehr and Charles Odgers, Josiah Ford and Leslie Rockman were appointed at Friday's session. The Frostburg council passed a resolution at the solicitation of Frostburg Lodge of Elks against gambling in poolrooms, bowling alleys and cigar shops in Frostburg, the lodge offering assistance to the police to suppress the so-called evil for the purpose of "protecting the morals and general welfare of young boys of the town."

Cumberland.—John H. Shuckert, aged 61, a miner of Frostburg, is in the hospital here as a result of a peculiar happening. While protesting that he had no intention of committing suicide, Shuckart admits climbing a tree on the bank of Wills Creek, near Corriganville, tying a handkerchief over his mouth and dropping into the water. But several persons saw the act and dragged him out in an unconscious condition. Schukart explains that he is subject to fits, that he knew nothing of his actions at the time and had no intention of ending his life. He says he is not accountable for his actions when suffering from this malady.

Rockville.—In co-operative buying, the farmers of Montgomery county have, they believe, found a way to reduce the high cost of farming. Their first experience was in purchasing a carload of binder twine, or about 20 tons. It was bought by the Montgomery County Farm Bureau and distributed among members of the various farmers' clubs recently organized in the county under the auspices of the bureau. Between seven and eight hundred dollars was saved by the transaction. Retailers throughout the county have, it is stated, since reduced the price of binder twine.

ANNAPOLIS NEWS

Audit Of State Roads

Annapolis.—After attending the second meeting of his newly named roads commission, Governor Ritchie declared that the books and accounts of the office are in such a "deplorable condition" as to preclude any statement being given out at this time.

The Governor manifestedly felt rather keenly upon the subject. "It is impossible for us to make any intelligent statement now," he said. "After next week, by which time we hope to have a completed audit of the books of the commission before us, we will be in position to tell the people of the state how the roads funds have been administered during the past four years."

The commission was in session for just about an hour and during that time considered only the question of the unobligated funds available.

The Governor was asked about the report that the state aid funds have been so administered that some counties have gotten more than their share while others are apparently left "holding the bag" with nothing to go into it.

"That, too, is something that we will have to take up later when we get the detailed audit," he said.

Prior to the meeting, which began at 11 o'clock, and was attended by Governor Ritchie, Chairman Mackall and Commissioners Crothers and Winebrener, it was stated that the audit of the funds of the commission, ordered last week, has not been completed by the state auditor's force. A preliminary audit has been prepared and was before the commission. It is expected the complete audit will have been finished before the commission meets for its third session this week.

In connection with the reported allotment of proportionate parts of the state-aid highway construction funds during the past few years in such way that some counties have gotten more than their share of this fund, the most serious phase of the matter is that the adoption of the lateral road construction policy by the last legislature did away with the state-aid appropriation idea. The result is that there is no present provision for any state money with which to make good to the counties whose share was eaten into by an overapportionment to other counties.

Council Of Defense Dissolved.

The work of the Maryland Council of Defense constitutes a bright page in the history of the state, Governor Ritchie declared in a letter sent to Gen. Francis E. Waters, chairman of that body. The Governor's letter is a formal notification of his exercise of executive function to dissolve the council, which directed all of the state's war activities during the time this country was at grips with Germany.

Calling attention to the fact that the emergency which called the Council of Defense into being has terminated, the Governor says:

"You and your associates are deserving of the highest praise for the able, consciencious and untiring manner in which all of you worked during the war to enable Maryland to respond to the demands made upon its resources at a time when the existence of the nation was imperilled.

The affairs of the council have been practically wound up and its members have only been awaiting the formal letter from the Governor to hold its final business and adjourn sine die.

Cumberland.—Clarence M. King, 72 years old, former Mayor of Cumberland, former Sheriff of Allegany county and former Superintendent of the Maryland House of Correction, died at his home here. Mr. King had been ill for several years, but was bedfast six weeks. He died on the thirty-third anniversary of the death of his daughter. He was the last of his family, his parents and 11 brothers and sisters having preceded him in death.

Easton.—People living in Easton will face a large increase in taxes for the coming year. The Mayor and Council fixed the town rate at $1, an increase of 25 cents over that of last year. This increase will be applied mainly to the general fund, which for years had been run on 60 cents. The items of the levy include 81 cents for the general fund; sewer loan, 8 cents; $20,000 street bonds, 4 cents; disposal bonds, 2 cents; fire equipment, 5 cents. A new motor fire apparatus was approved by the Council this week, and it is thought that delivery will be about August 1.

Hagerstown. — Major Joseph C. Byron, this city, has been awarded a distinguished service medal by the War Department. He is cited for "exceptional, meritorious and distinguished service in connection with the supply service of the army during the World War, his individual efforts making possible the acomplishment of that portion of the supply program that depended for success upon the supply of hides and leather." The decoration was pinned on Major Byron by Secretary of War Baker in the offices of the War Department.

MARYLAND IN BRIEF.

With a view of establishing a factory there, representatives of a mitt and glove company, Philadelphia, have been spending several days in Greensboro.

Thrown from a load of hay when his team was hit by an automobile, Merrill Morris sustained a fractured rib and other injuries.

Lieut. Otis McCauley, of North East, has been appointed recruiting officer for Company E, First Maryland Regiment, being reorganized at Elkton.

"TENNESSEE, popularly known as 'The Volunteer state,'" says the encyclopedia. Just how, when or from whom Tennessee got the nickname nobody seems to know. Anyway, the man who bestowed it was a prophet. For Tennessee has just justified her nickname by doing something unique in the volunteering line. Tennessee has just set a new standard in the record of volunteer naval enlistment in time of peace. And the slogan that did it is:

"Go to sea on the Tennessee."

When the superdreadnaught Tennessee steams away majestically from the New York navy yard some time in June she will be the first of Uncle Sam's first-class fighting ships to embody a certain new naval idea—the idea that it means pep, patriotism and corps spirit to man a battleship with men from the state whose name the battleship bears. There are 600 Tennesseeans on board—and more to come.

These 600 new naval recruits are the product of a whirlwind recruiting campaign through the state of Tennessee, says the Sun and New York Herald, which was led by Capt. R. H. Leigh, U. S. N., who is to command the new vessel, and who, as chief of staff to Admiral Sims during the war, was in direct command of all the American submarines and sub-chasers operating in the war zone.

In his recruiting tour Captain Leigh has the zealous co-operation of Gov. A. H. Roberts of Tennessee, who is extremely popular with his constituency, and of Miss Helen Roberts, the governor's daughter, who christened the ship at the launching and whose charming photograph portraying her in the act of doing so was featured in the posters that helped to lure the Tennesseeans from their mountain fastnesses.

Captain Leigh says he is going to try to make the Tennessee "the happy ship" of the navy as well as a model of discipline. He believes that the spirit of camaraderie and state pride incident to manning the vessel so largely with native Tennessee talent will promote both contentment and efficiency. Commenting on his novel experiment Captain Leigh said: "By February 3 we had enrolled our full quota of lower rating men and a great many additional applicants had to be turned away. Hundreds of them are now enrolled upon a waiting list, anxious to be summoned for duty upon the ship of their choice. It would have been possible in this recruiting campaign to have fully manned two great dreadnaughts like the Tennessee with Tennesseeans exclusively if we had been able to accept all applicants.

"But it must be understood, of course, that a large percentage of the complement of a ship like this, including the chief petty officers, must necessarily be men who have had previous experience and special training. That is why, when we go into commission, the Tennesseeans at first probably will not muster more than 600 of the complete ship's complement, which numbers, in all, 56 officers, 75 in the marine guard and 1,350 enlisted men. As rapidly as the Tennessee recruits develop proficiency it will be our policy to advance them and thus create opportunities for some of those now on the waiting list. From time to time we may also receive Tennessee seamen by transfer from other ships. I am convinced that within two years the Tennessee will be a ship practically manned completely by a Tennessee crew."

The campaign began last November. The state of Tennessee was divided into sections with about 18 counties to each. Chief petty officers were detailed with posters, moving pictures and other publicity devices to cover every city and town in their sections. Nashville was the officers' headquarters or base station. The co-operation of postmasters was obtained and publicity literature was sent to them for posting and distribution, not only in public buildings, railroad stations, cities and towns, but also along the rural mail routes. So thoroughly was this preliminary campaign work done that within a few days the whole state of Tennessee was talking about "their own ship."

Well, they came to the recruiting officers in shoals, these husky young miners and backwoodsmen, many of whom had never seen salt water nor stood aboard a ship. For four successive weeks Nashville, which had been standing low in the list before the drive, led all the cities of the country in the number of naval recruits furnished.

Recruiting parties carried with them 50 uniforms of assorted sizes. When a man was signed up he was immediately fitted out and shaved, he was assigned to recruiting duty in his own home town. Naturally he became at once a sort of paladin. Furthermore, he was no stranger. Soon he became a more potent personage than either the parson or the sheriff. In many instances, Captain Leigh says, such lads, wearing their spic and span uniforms, brought into the sub-stations from 10 to 12 recruits apiece. More than one-half of all those who enlisted during the state drive were brought in thus by newly enlisted men in uniform.

Not long after the campaign began Captain Leigh made a trip through the state accompanied by Governor Roberts, speaking in most of the cities and larger towns. He emphasized not only the navy's opportunities for education, adventure and sightseeing, but he stressed always the local idea—"Tennessee wants to man this newest dreadnaught of America's victory fleet with men from her own towns and countryside."

Later, in January, Governor Roberts, accompanied by his staff, made another trip through the state, lasting two weeks. He made frequent exhortations from his special train and from town and city platforms. Captain Leigh and his colleagues of the navy bestow upon the governor a generous share of the credit for the success.

Following the governor's tour recruiting officers with brass bands gave concerts in the schools and colleges in different sections of the state. At the opening of the drive Commander Staton addressed the Rotary club in Nashville. Similar organizations in other cities were addressed by the recruiting officers, who received valuable aid from the Rotarians.

The 600 Tennesseeans thus enlisted are an uncommonly fine lot of men. Many of them have been experts with the rifle since they cut their second teeth, so it is not surprising to learn that at the ranges a large percentage already have qualified as expert riflemen, which is the highest rating for marksmanship known in the service. Not a few, moreover, saw service in the army during the world war in grades ranging from private to sergeant.

Of course the state is very proud of its warship. Usually a commonwealth bestows upon the vessel bearing its name a handsome silver service in token of its pride and affection. But in this respect the Tennessee is going to establish another precedent. She is to inherit the old service that belonged to the armored cruiser Tennessee, which is now a wreck. And then, too, as one of the officers of the new fighter remarked, there is not quite the same utility for punch bowls and the like aboard ship that there once was.

But the state was determined to do something memorable for her pet craft besides supplying a major part of the crew. "We did not care to have a silver statue of Andrew Jackson," said Captain Leigh, "and the American Library association already had given to the ship a splendid library of about 3,000 volumes, carefully selected by our chaplain, Lieut. C. A. Neyman."

So it was decided in conference with the ship's officers that the state should raise an endowment fund of about $30,000, the annual interest from which should be used to supply entertainment, relaxation and edification to officers and crew by giving them advantages in addition to those provided by the government.

Among other things, there is to be a motion picture outfit which will be used for taking photographs of the Tennessee boys cavorting in foreign ports. The films will be exhibited extensively throughout the Volunteer state, thus maintaining interest in recruiting and in Tennessee's own particular unit of the fleet. There will be also athletic and educational equipment of the most approved patterns, all directed toward making the Tennessee the "happy ship," which is one of the ambitions of her captain.

All the other superdreadnaughts in the navy are envious already because the name Tennessee has no fewer than four E's in it. In the navy the E is the most desirable letter of the alphabet. Blazoned upon barbette or gun turret, it signifies extraordinary proficiency in target firing on the part of that particular battery or gun crew. Painted upon the towering funnel, it means engineering proficiency, while the special red pennant flown aloft at the end of the winter practice cruises is the most coveted trophy of all, for it stands for pre-eminence in all-round battle practice.

"Now, what's the use?" ask some of the pessimists aboard the other ships. "The Tennessee has E's enough to spatter them all over the works, and they never would be missed."

Taught Meaning of Whistle

How Sheep Handed Down Knowledge to Succeeding Generations of Their Lambs.

That animals have traits and habits which they hand down for three or four generations has been proven to the satisfaction of Thomas Carneal, owner of a large ranch in the Livermore valley, near Oakland, Cal.

Carneal says that a whistle originally used to call a dog, now deceased 16 years, is obeyed today by descendants of a herd of sheep.

During the life of the dog the sheep learned that a whistle meant that they were wanted at home. When called by the whistle the dog drove his flock from the hills to the ranch barns.

When the dog died the shepherds continued the use of their whistle system of calling the flock, and the old sheep with their lambs came scampering home. As the young grew and became parents of other generations the tradition of the whistle was handed down.

Its Fate.

"What killed your case?"

"I suppose because it was in a short circuit court."

Sometimes a man is loved for the enemies he has made, but more often for the money he has inherited.

Treasures in Library

The library at Windsor castle comprises among its 120,000 volumes some notable treasures. There is a row of Caxton's including the only perfect copy still existing of his "Aesop's Fables," and two Bibles, both with precious associations, though of a different order. One is the Bible which Martin Luther used to carry in his pocket and the other was taken by Charles I. to the scaffold. There is a Koran, too, on the fly-leaf of which is inscribed: "From the library of the late Tippoo Sultaun of Mysore." This Koran belonged to the late Emperor Aurungzebe and was purchased by that prince for the sum of 9,000 guineas. Another interesting shelf is that containing the holograph records of parliamentary proceedings furnished by each successive prime minister since 1837 for the exclusive information of the sovereign.

Hesitation seldom prospers.

Cause and Effect.

"Gabby's wife's tongue is no longer the rail." "Perhaps because his foot isn't either."

Its Converse.

"When money talks, what does it say?" "If you are lending it, it generally says, 'By-by.'"

Bad Weather.

"Was it really always June in sunny France?"

"No, it was mostly March—hrrp!"

GOOD HIGHWAYS ASSIST FARMER

Vast Road-Building Program Now Under Way Throughout Whole United States.

POOR ROADS ADD BIG TOLL

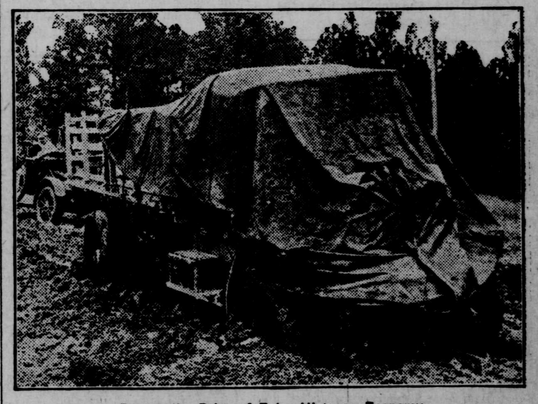
Projects Have Been Approved Calling for Federal Aid to Amount of $110,840,773—Important Factor in Buying and Selling.

(Prepared by the United States Department of Agriculture.)

The highway is coming into its own in America.

Neglected, abused, undervalued, subjected to cheap remedies for decades, at last the country road is being accorded the treatment it deserves. At a cost of hundreds of millions, the United States is rapidly overcoming the economic handicap which highway neglect has so long entailed.

This stupendous movement, the scope of which the public even now does not fully comprehend, is founded on sound business considerations. Good roads pay. If they did not, the nation would not now be constructing and planning them on an unprecedented scale. They pay by promoting the social life of the people, by helping relieve the congestion that is making maelstroms of municipalities. But, more important still, they pay in dollars and cents, for poor roads add a heavy toll to the buying and selling of farm products—a toll far in excess of the expense of adequate improvement.



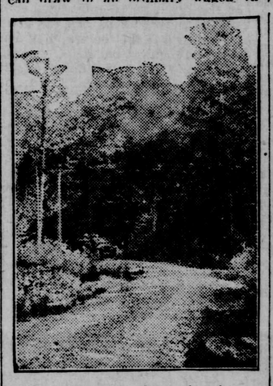
Paying the Price of False Highway Economy.

Unprecedented Road Program.

This is a lesson cities as well as rural districts are learning. In the bureau of public roads, United States department of agriculture, which administers the federal aid road act, is centered supervision of all highway construction which federal funds help carry on. At the close of last year, project statements had been approved calling for federal aid to the amount of $110,840,773—a sum which indicates how fully the nation is convinced that better roads mean better business. The total federal funds available to aid the states in their road-building programs up to July 1, 1920, will be $169,750,000—and this total is exceeded by the combined expenditures of state, county, and municipalities.

Better Roads, Better Business.

The business considerations back of these vast investments are not far to seek. Better roads mean cheaper and quicker hauling. It has been estimated, for example, that on a level, muddy earth road the amount which one horse can draw in an ordinary wagon varies from nothing to a maximum of 800 pounds; on a smooth, dry earth road, from 1,000 to 2,000 pounds; on a gravel road in bad condition, from 1,000 to 1,500 pounds; on a gravel road in good condition, about 3,300 pounds; on a macadam road, from 2,000 to 5,000 pounds; on a brick road, from 5,000 to 8,000 pounds.



Where Ton-Mile Costs Are Low.

If the speed of travel is the same on all of these surfaces, the horse will haul on a good macadam road from three to five times as many miles a day as upon a moderately muddy earth road. Assuming that one horse is capable of a certain fixed amount a day, then, with a given load, his effective radius of travel from that point on a macadam road is from three to five times the radius of travel from that point on a moderately muddy earth road—and earth roads are moderately muddy many months in the year.

Several years ago information secured by the department of agriculture from 2,800 correspondents indicated that the average cost of hauling on an unimproved country road was 22.7 cents a ton-mile. Today, with price levels much higher, the cost would be even greater.

While it is difficult to estimate accurately what the saving would be if all highways were improved in the districts represented by these replies, a specific instance makes the benefit plain. A farmer in a southern state had to haul a ton of barbed wire 23 miles, over unimproved roads. He found that with a two-horse team his maximum load was 500 pounds, and that three days were required to make one round trip. To haul one ton, therefore, required 12 days to make one round trip. Allowing $6 a day for man and team, the cost was $72. After the roads in this region were improved, the same team could draw a ton to the load and make one round trip in two days, at a cost of $12. The ton-mile cost under old conditions was $3.18, and this cost was reduced to 52 cents by the improved road.

Roads and Wheat Marketing.

Take the saving in the cost of hauling wheat as another example. If the construction of narrow, single-track roads with improved surface will reduce the hauling cost 5 per cent a ton-mile, and if the average yield of wheat in the vicinity of these roads is 30 bushels to the acre, there results, for an average haul of five miles, an economic advantage of 22.5 cents an acre or $36 a quarter section. This is 4 per cent on $900. Calculations of this sort have shown thousands of communities the wisdom of borrowing money to the extent of $2,000 a square mile of wheat area, so that roads could be improved to effect a saving on wheat hauling equal to that cited above, and, at the same time, effect a corresponding saving in each of the other crops.

The lowering of distribution costs, it is now recognized, is one of the most important problems in reducing living costs. While business is searching for more economical methods of handling goods, the farmers have not been neglecting other phases of this problem. On the prices at which he sells, all other prices must depend. Good roads, enabling him to get his products to the market at materially reduced cost, are among the big factors in more economical distribution.

Give Brood Sow a Chance.

A good mother with good litters should be given every opportunity to properly suckle her pigs, and this will depend upon the care, feed and attention given her during the suckling period.

Purebreds and Scrubs.

Quite a percentage of men who raised grade cattle the last year lost money, but the percentage of men who raised purebred cattle and lost money was small.

RURAL HAULING PROFITABLE

Many Farmers, Whose Trucks Are Not Filled to Capacity, Help Out Their Neighbors.

Many of the motortrucks on farms adjacent to large cities are not loaded to full capacity on their trips to the city. Few farmers have their business so arranged as to permit the use of the truck to its maximum capacity regularly. Many such farmers, according to the United States department of agriculture, have gradually begun to haul a part or all of their neighbors' products to market, and in some cases this practice has led to the establishment of a regular route. Some farmers have been enabled to purchase trucks, because their own business, coupled with that of their neighbors', has been sufficient to warrant such an investment.

GENERAL FARM NOTES

Sweet clover is winning on merit.

* * *

Head lettuce does best in cool, moist weather.

* * *

Humus makes the soil more mellow and granular.

* * *

The shining hoe is the best badge of the good gardener.

* * *

Plant plenty of celery and late cabbage for all season's use.

* * *

Trees grow; they grow in height, in volume, in value, and in quality.

* * *

Cultivation of soy beans as a factor in solving the stock food problem is urged.

* * *

The easiest, cheapest and most satisfactory way to prevent soil drifting is to sow a field every year to tame grass.

* * *

Ergot is a fungus growth on the shady side of corn stalk leaves and sometimes on the underside of maize leaves.

* * *

If stable manure is reinforced with 50 pounds acid phosphate to the ton its crop producing value is just about doubled.

* * *

Paths and roads about the farmstead not only should be as few as possible but should be kept out of sight so far as feasible, say specialists of the United States department of agriculture.