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THURSDAY, JANUARY 23, 1936.


## A GREAT RULER PASSES

In the passing of George V, whose death occurred Monday at his favorite Sandringham Castle, the British Empire loses a ruler who lifted the word King out of the aloofness of monarchy. A wise, confident, dignified soverign, he won the warm and true affection of a world that stretched far beyond the confines of the vast and far-flung empire over which he ruled.

At home, his was an example of the simple life, clean, most domestic, and affectionate. And in his public life, his simplicity and democracy won for him the esteem of the entire world. He came to the throne in troublesome times and during his reign of twenty-five years, war, political unrest, strikes and industrial depression, spread through the quarter of a century, but he remained the impartial soverign of his country and the Empire.

It was too, during his reign, that Europe was torn on the fields of battle; political and geographical structures tumbled and changed, and new nations arose. Peaceful changes too were almost as revolutionary. The time saw the emancipation of women, a new age of industrial power and invention, and a trebling of the United Kingdom's electorate. Truly it can be said the British Empire has become a commonwealth of equal nations.

Happily for these people in those times of turmoil, the throne was occupied by a man who was inspired by duty and service. To him they turned for mutual helpfulness and they found it. The throne stood firm. Without politics himself, through his industry and common sense, he upheld the Constitution and reposed confidence in, and in return received, the support of his ministers, whether they were Conservative or Socialist.

His reign has ended, and his name goes down in history to be added to that list of rulers who have been loved by their people because they governed wisely, faithfully and well. He never wavered from his kingly duty and the standards of impartial administrative actions, devotion to his people, and the broad human sympathy set by him, will provide the landmarks for future rulers of the Empire to follow.

## JOIN THE RANKS FOR SAFETY

Throughout the United States a campaign, backed by the National Safety Council, has been launched to reduce traffic deaths and injuries by seven per cent each year. The goal may be reached and surpassed if every motorist and every pedestrian gives some serious thought to the problem.

The country at large is aware of the annual death toll of 36,000 lives the injury of more than a million persons, and the unaccountable monetary loss through motor vehicle accidents. It's hard for the average person to realize the enormity of the social offense, nevertheless they are hard cold facts. Only when death and destruction strikes within our own midst do we appreciate the reality of the threat that continually hovers over every home.

There have been many programs advanced to reduce accidents, and numberless plans have been suggested and considerable progress is being made in some localities. We should however, recognize that there is no one cause of accidents and no one remedy. Many defects require many remedies.

The people of every community in this county have a part in this great safety drive, and they should not consider it just "another campaign." They should demand that conditions in their own neighborhoods be improved and that advantage be taken of experience elsewhere. And, while no one community can bring about safety on the highway, they can contribute their part toward the war on the highway terror.

## OUR CIVIC CLUBS

Organizations which we know as service clubs have shown a marked increase for the past few years and the amazing growth of these clubs and their sustaining success indicates that they supply a need that exists among men everywhere. For this reason then, such organizations as the Rotary, Lions, Civitans, Kiwanis and other groups should not be looked upon merely as associations of eating men.

There is much more to the idea than this. True enough, the meal hour is taken as the time for busy men, to get together and enjoy the company of other men, and, through regular association the members widen the circle of their friends, which, standing alone, is worth all the clubs cost.

More than the formation of friendship, however, attends such group associations. Gradually comes the consciousness of other duties to be performed in life, including an appreciation of civic obligations and the contribution that each individual must make, through personal application, to the great problems that surround any growing community.

There is a broader understanding of human problems and the growth of tolerance through mutual esteem. The clubs work, to create good feeling and friendly cooperative effort for common goals. It is too the genuine expression of a feeling of brotherhood that is dormant in so many human beings. In practically every community in Cecil county, there is one or more of these civic organizations, some of national scope, others purely local, but they all have practically the same ideal, and the same purpose, to spread the gospel of better citizenship and through their various activities to make the community a better and more interesting place in which to live.

It follows then that in these organizations, there is an avenue for progress, a vehicle for personal advice and the power for moving a community along in the right direction.

## A TRIBUTE
## GEORGE V

He died in peace loved by his people and the world.

A kind ruler, a wise counsellor, a devout Christian, a devoted husband, an affectionate father and a friend. His Majesty was all of this and more. He was a gracious Nobleman and "every inch a King."

—Orvilla Adele Gilpin.

## *Views Of The Press From Far And Near*

### *NEW MARYLANDERS*
(From the Baltimore Evening Sun)

One after another, the several distinct regions of Maryland have been "discovered" by people from other States who, for various reasons, have seen fit to settle down and become Marylanders, or quasi-Marylanders, or Marylanders-over-the-week-end. The purchase of an estate near Ellicott City by Associate Justice Willis Van Devanter, of the United States Supreme Court, calls attention to the most recent regional discovery, Howard county.

Maryland happens to be a State with remarkably diversified topography—not many States of this size offer such variety. On the Eastern Shore the influx of outsiders to the shore of its broad rivers has resulted in many new Marylanders, of whom one of the latest and best-known is Hervey Allen, author of "Anthony Adverse." Southern Maryland offers a different terrain and an atmosphere essentially "Southern." Baltimore and Harford counties, with their hunting "countries" are entirely different from either; visitors often remark an "English" quality of the landscape.

Howard county is a plateau, and more than any other Maryland region it suggests spaciousness. The horizon lies far away, wherever one looks, although the grassy distances often are actually less than they appear to be. The plateau rises west of Ellicott City, extending with a broad sweep up toward Frederick county, down toward Montgomery. The charm of this region lately has caught the fancy of many visitors, some of whom have come to stay.

How long it will be ,if ever, before the newcomers of today are true Marylanders, it would be impossible to say. Apparently, however, the process of Marylandizing is steadily going on. Perhaps the very fact that the new citizens wished to settle here indicates that they were by way of being "good Marylanders" from the start.

### *THE OLD SCHOOLHOUSE BELL*
(From the Crisfield Post)

With the dismantling of the old Crisfield elementary school there passes more than the destruction of the building now unsafe for school purposes, in the silencing of the old schoolhouse bell that has hung in the belfry for more than sixty years.

A little reflection would reveal a great deal about the schooling of children of more than three generations who, when summoned by its nine o'clock call, were reluctant to do its bidding, yet at the close of the school day found the peal of that old bell, music to their ears and release from the cares and tasks required by the pedagogue.

Somehow there has been no little amount of sentiment attached to the thought of having been privileged, as a school boy, to pull the rope on that old bell. Many realers will recall the pleasure of the hour when that privilege was theirs. Happy days were they. Many will look back across the years spent under that old bell and recall their childish pranks, their hours of study, their lessons learned, and the attraction of the girl or boy across the aisle, when they realize that the voice of that old bell is forever stilled to them.

More than these, many people who have climbed on life's ladder will recall with pleasure the time when that old bell released them on graduation day—that glorious day of accomplishment—and sent them godspeed on their way into the fullness of a useful life.

One could go on and on with beautiful reminiscense but why recall more than that the old bell has served its time and purpose, and must now give way to the demands of time.

### *OFFICE MANIA*
(From the Queen Anne's Record, Centreville)

In his recommendations for the coming year Commissioner of Motor Vehicles Walter R. Rudy is showing the same stripe which makes public office holders an increasing burden upon national life.

Put a man in a public office and he immediately digs in. He looks for more territory to cover, more men to hire, more red tape to create, more money to spend. He never thinks of cutting down.

Mr. Rudy's office reports more revenue received in 1935 than was collected in 1934. Instead of setting aside surplus to make possible the $2 tags cut out of the same piece of goods as is the Townsend Plan the Commissioner puts in a request for ten more employees. These will give a crowded appearance to his building.

He also asks for an addition to the edifice which, it may be remarked, belongs to Annapolis.

On top of this Mr. Rudy would have all holders of operators' license required to take a driver's examination. Presumably a fee will be attached somewhere to this project, as is the way of officialdom.

Re-examination of all drivers would serve a useful purpose for Mr. Rudy. It would serve as a smoke screen for ten more employees and an addition to the building. It would increase work and red tape. And it would make drivers feel the importance of Mr. Rudy's office.

The re-examination is masked as a safety measure. Yet in Queen Anne's county in 1935 no driver involved in an automobile fatality was shown to have lost an eye or a limb since receiving his operator's card. None were charged with reckless driving. None were punished.

Much the same situation prevails in the state.

The safety angle is merely a useful peg on which to hang Mr. Rudy's desire to branch out. It also obscures the fact that neither Mr. Rudy nor any one else has a workable plan for cutting down motor fatalities.

It might be a good idea to give every public official a dose of alum to make him contract rather than expand.

*One For Every Occasion*

## ★ Week-By-Week ★

**In The Interest Of Safety:**

Following the nation-wide drive against traffic accidents, the Automobile Manufacturers Association makes an announcement to the effect that all branches of the motor industry will cooperate with nationally recognized safety agencies in a coordinated working program in an effort to lessen the toll of lives that is being taken each year on the streets and highways of the country.

Definitely stamping highway safety as a localized problem, the campaign will have state and community appeal as the primary approach. To that end, the entire motor industry is underwriting the cost of specific projects to be sponsored by the cooperating organization, which will provide additional impetus to their present safety activities.

New and supplementary activities include the stimulation of inter-city safety contests, renewal of public school safety essay and safety lesson contests, expansion of schoolboy patrol and high school driver training work, vigorous support of law enforcement, dissemination of films, literature and education material in a wide range of contacts with state and local civic and fraternal groups, assistance in the training of traffic control personnel and more effective cooperation with all agencies concerned through automobile dealers and car owners.

Some phases of the industry's platform were put into effect recently when a grant of $54,000 was made to Harvard University for carrying on research activities, training of traffic control personnel and other functions of the Bureau for Street Traffic Research. The industry is also carrying out its program in other directions through individual organizations and these will be initiated and carried out on their own responsibility.

Following is the safety platform of the Automotive Manufacturers Association, adopted a few months ago, which is given full force and effect by the latest action by that organization.

1. We will continue to build vehicles with every safety factor which intensive research and engineering ingenuity makes available.

2. We will merchandise our product under circumstances which emphasize the importance of safe construction, safe maintenance and safe use.

3. We will assist our dealers in keeping a constructive safety message before their customers and their communities.

4. We will encourage our dealer and service organizations to deliver cars, new or old, in safe driving condition, and only to persons legally entitled to use the public highways.

5. We will continue to support a sound, scientific approach to a solution of the traffic problem, believing that the same methods which have given America safe cars will protect their safe use.

6. We will work for highways of the highest quality, consistent with traffic needs and best adjusted to the safe use of the modern vehicle.

7. We will aid in the developmnt and application of sound traffic regulations designed to give maximum safety from existing streets and highways.

8. We will aid the school system in protecting the young and in developing good citizens conscious of their highway duties.

9. We will assist sound educational efforts through out own channels and through coperation with other recognized safety educational agencies working for greater safety, economy and happiness in the use of the public highways.

10. We will cooperate with the police departments and other enforcement agencies in a vigorous selective program of traffic enforcement, designed to remove the reckless from the highways, to curb the careless, and to protect the right of the good citizen to use the highways safely and free from molestation.

**Politics and Bridges :-: :-: :-:**

Announcement was made early this week that Representative T. Alan Goldsborough has filed papers for the Democratic nomination in the primaries to be held early in May. The First District Representative is the first of the Maryland delegation to announce his candidacy for re-nomination although several now holding seats in the House at Washington will have to appear before the voters. Rumors of opposition to the veteran legislator have been heard for sometime and it was definitely announced last week that former State Senator Lewis M. Milbourne, who recently resigned from the office of the Collector of Internal Revenue when a permanent Collector was appointed, is thinking seriously of making the race against the Caroline county man. Mr. Milbourne is well known throughout the Shore counties and is given the credit of being an able legislator himself; his record in the Senate made him an outstanding figure in that body, and later his work in the Collector's office added to this prestige as an organizer and finance expert. If these two well known Shore figures do meet in a battle of ballots, the fight will be an interesting one to watch. It is too, a fore-gone conclusion that the Democratic nominee will face H. Burdette Messenger, also a Caroline countian as his Republican opponent. Mr. Messenger was the Republican candidate in 1934 and was snowed under by Mr. Goldsborough, but he is ready to come back for more.

The Chesapeake Bay bridge question comes up again after its quiet burial some months ago. This time State Senator Arthur Brice, of Kent county, promises to bring about a conference between the Chesapeake Bay Bridge Authority and Federal WPA officials in order to settle the question once and for all. Senator Brice says he will show definitely whether or not the Bridge Authority is sincere in its efforts or is just kidding the public. The Senator, it is feared, has cut himself a real job if he thinks he will clear the situation up

**Base Ball :-: :-: :-:**

The Elkton Kiwanis Club, well known for sponsoring worthwhile projects, will open the 1936 base ball season in Cecil county Thursday evening, February 6, when it brings three famous base ball players to Elkton. General Manager John Ogden, of the Baltimore Orioles, and two of his star players, Eddie Mayo, flashy third sacker, and Cliff Melton, elongated lef-hand pitcher, comprise the trio doing base ball missionary work in the interest of the national past time, who will appear here as guests of the local Kiwanis club. For several weeks these members of the Baltimore club have been appearing before base ball organizations in Baltimore City arousing enthusiastic both for the Oriole Club and base ball in general and they have been received by large crowds in each appearance. This is the first visit outside of Baltimore and the Kiwanis club is to be congratulated in securing such well known stars to pep up the base ball situation in the county. Once recognized as one of the best base ball towns in this section of the country, Elkton for some unaccountable reason lost its former interest in the game several years ago and despite efforts to bring back the feeling of old days, promoters have been receiving but little encouragement. It is hoped the Orioles will be the means of bringing back the old time spirit.

**Safety First: -: :-: :-:**

The reckless driver thinks he is going places—it's usually to the cemetery. So, be careful—your headlights today may mean headlines tomorrow.


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## "ENTERTAINMENT" ★ "ON THE AIR" ★

By "DIAL"

"Jack" Johnstone, who pens the adventures of Buck Rogers, is one of radio's most eminent child psychologists. He holds important degrees. Jack fashions the episodes of this popular adventure series which is heard from coast to coast each Monday, Wednesday and Friday, with the definite purpose of giving listeners an insight into future scientific developments. Seemingly fantastic, all of Buck's adventures are within the realm of possibility and, undoubtedly, will actually come to pass before the 25th century.

E. R. Johnstone

*** Each Tuesday evening, listeners are reaping a reward from Sigmund Romberg's New Year's resolution. The famed composer, who leads his orchestra in the melodious half hours, resolved to write a new song for each broadcast.

*** One day before she began her new NBC commercial series with Paul Whiteman, 17-year-old Durelle Alexander purchased her third annuity policy, which will enable her to retire with a comfortable income at the age of 35.

*** One of the best-loved singers in radio—Irene Beasley, the long tall gal from Dixie—has been signed for several guest appearances with Clyde Lucas on "Musical Rendezvous" heard Wednesdays on the NBC blue network. Phil Duey, and the Men About Town, as well as Ward Wilson, the mimic, are heard each week on this program.

Irene Beasley

*** Jimmy Dorsey, who batons the band you hear on Bing Crosby's Thursday evening Music Hall programs, is a bashful young man. Bing, as mischievous as ever, delights in having Hollywood's lovliest ladies rush up and throw their arms around the shy batoneer on the streets. Jim, of course, is greatly embarrassed. He plans revenge.

*** After March 1, it will no longer be "Igor Gorin, Viennese baritone," but "Igor Gorin, American singer," for on that day Gorin becomes a full-fledged American citizen.

*** Carlton Morse has written more than 1,250,000 words to date in his chronicling of the "One Man's Family" activities. Father Barbour, played by Anthony Smythe, and Mother Barbour, played by Minetta Ellen, have spoken more of these words than any other characters. This program has proved the most popular continued story on the air for years and continues to build the size of its audience.

Minetta Ellen

*** Major Bowes receives all sorts of presents from his Original Amateur Hour fans. The City of Miami offered to supply a sand dune set replete with bathing girls and palm trees to provide "studio atmosphere" during the broadcast when that city was honored by the telephone voting privilege.

*** There will soon be a unique series of "birthday parties" on "The O'Neills," the NBC script series. "Bertha Bailey," the cat, is now the proud mother of six bouncing kittens, and "The O'Neills" will celebrate accordingly.

*** Phil Baker, "The Great American Tourist," is doing a lot of mythical traveling by auto on the radio, but actually he is probably the flyingest of all radio stars. The two children and wife of the famous comedian are in Florida, and Phil commutes by plane between the New York studios and Florida each week.

Phil Baker

## DISPELLING THE FOG

Ex-President Hoover is quite correct in passing the buck in the matter of legislation decided adversely by the Supreme Court during his administration, back to a predecessor in the White House. In so doing he probably bestows on the most cautious President we ever had the championship, up to his time, of bad guessing on the highest tribunal's view of the constitution.

Mr. Hoover is, however, in error in honoring me with the unmerited distinction of original authorship. I got my first hint from the Congressional record.

There is nothing invidious in the circumstance that the chief executive finds himself in discord with the judicial branch of the Government. Indeed there are but few of our Presidents who have not had emergencies that made them skirt dangerously the constitutional limits.

There was grave question as to Washington's authority to make war on the Pennsylvania whiskey rebels

Jefferson cheerfully admitted the unconstitutional implications of the Louisiana Purchase but declared it a necessary act in furtherance of the Nation's safety and progress.

Jackson, when the Supreme Court ruled on the question of settlers on land to the possession of which they had no constitution right, grimly commented: "John Marshall has rendered a decision, now let him enforce it." The Supreme Court obviously has no army to carry out its edicts, and must leave that to the executive who is commander-in-chief of the military forces.

Lincoln fought with practically his whole cabinet over the constitutionality of the Emancipation Proclamation. In his debate with Douglas, the latter sounded a mouth-filling note about standing on the law and the constitution. To this Lincoln responded that it suggested to him a man on the creekside, standing with one foot on the bank and the other on a floating log.

Theodore Roosevelt put it this way:

"The American people and not the courts are to determine their own fundamental policies. The people should have power to deal with the effect of the acts of all their governmental agencies. This must be extended to include the effects of judicial acts, as well as the acts of the executive and legislative representatives of the people."

**General Grant Used Another Method**

President U. S. Grant, confronted with a constitutional interpretation contrary to what he deemed for the best interests of the country, solved the difficulty by appointing two additional members of the Supreme Court, who conformed to his view.

Eminent lawyers have told me that when President Hoover in the absence of Congress granted England, France, Italy and the other embarrassed nations a moratorium on their war debts to our Government he did not have a constitutional leg to stand on. He might have called a special session of Congress, but that involved long and heated debates, and no certainty that a people, exasperated by the over-seas agitation for defaulting the debts, would not register so clamorous an opposition as to peril the result in Congress. Mr. Hoover felt that to insist on a continuance of debt payments at that time would have played havoc with the fiscal situation abroad, with a vicious reaction in our own country, and probably he was right. Congress, when it formally assembled later on, validated the act, though I have a layman's hazy impression that there is something in the Constitution relative to ex-pos-facto laws.

None of those things mean that historic heroes were unpatriotic, stubbornly self-opinionated or bent on usurpation, or that the great justices of those times were unlearned in the law or indifferent to the welfare of the American people. The answer is that the members of the great court felt bound by what they construed to be compelling limitations and acted accordingly.

Incidentally, history does not record that there resulted from these historic clashes any chaos in Government; any breaking down of the American system; any disordering of the national destiny. The country rocked along as comfortably, or more comfortably, than it did before. The nine-Justices court of today, for example, functions the same way as the seven-Justices court of the pre-Grant period, and who is there that remembers the dark forebodings of his enemies that accompanied the act of the great soldier in the White House?

**Two Years Respite From Despair**

I haven't heard anybody suggest that President Roosevelt was thinking of adding a few New Deal jurists to the court. The most violent thought so far expressed is that he might stand for a constitutional amendment giving to Congress some of the authority which, according to the NRA and the AAA decisions, it lacks, which would be perfectly regular, but would take all the time involved in getting such an amendment adopted by a two-thirds vote of Congress and ratified by three-quarters of the states.

Now I have not the remotest idea whether the President's mind is running on constitutional amendments or not. It seems quite possible that he might find some method, other than the processing taxes, of getting the subsidy into the farmers' hands that would satisfy the Supreme Court. Or, it may be that the lift from the unconstitutional blessings they have received will tide the farmers over for a while, at least—perhaps at a time when the complexion of the Supreme Court has changed and the views of Justices Stone, Brandeis and Cardoza may be the views of a majority.

In any event, they, as well as industry, have had a couple of years' respite from despair because the President failed to forecast how the Supreme Court would divide on the AAA question. The impetus of those two years will prolong the period for a greater or shorter time.

Meanwhile the farmers have the privilege of distress at having been the beneficiaries of something unconstitutional—if they feel that way.

## PAPA KNOWS—

"Pop, what is the liver?"
"Seat of meanness."

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**Highest Mountain in Indies**

Loma Tina, the highest mountain in the West Indies, is located on the island of Haiti, in the south central part of the Dominican Republic.