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COOPERATION TO PROTECT THE PUBLIC

Publication and Business Office .

adopted new rules to govern short selling of stock. Com- odd pupils and students who were saved owe their lives menting on this, President Gay of the New York Stock to miraculously good fortune. Exchange said: "These new rules represent, in my opinion,

Fund at the instance of the Exchange. to protect the public.

SCIENTIFIC ROADS PREVENT ACCIDENTS

making the nation's motor traffic safe, said Harold design and construction. They simply didn't know any Hammond, of the National Conservation Bureau in a better. But here is a case where ignorance is no excuse recent address.

Disillusion came fast. No sooner had the pavement inspected by experts in order to unearth and correct this difficult to believe about men, just look at the women. hardened, than these roads became scenes of death and possible dangers. destruction on an unprecedented scale, and of maddening

highways. Mr. Hammond defines it in these words: "More! roads mean more arteries on which to move people and goods efficiently. Better roads mean roads that will perform this basis job of transportation with les swaste and less hazard than anything we have known in the past. In the language of the man in the street, we want roads that will give more mileage for our money, in terms of operathuman factor as a cause of accidents."

Such roads have been built—and they work. They make = it impossible for the driver to get out of his proper lane; there is no cross traffic; intersections are eliminated. Cars moving in opposed directions cannot meet. Here, in better . Elkton, Md. roads, is the indispensable step toward the logical solution of the traffic accident problem.

FIRE TRAP SCHOOLS

Again the North American continent has been the scene of a ghastly school fire—a small college in Montreal, in The Securities and Exchange Commission recently which the death list was more than a score. The hundred-

As many authorities have pointed out, the condition a sincere effort on the part of the Commission to deal with in thousands of American schools present a constant this problem. . . . They will be tried with a genuine desire hazard to their occupants. And this is true not only of on our part to cooperate." He further pointed out that old wooden buildings which were erected before much was the problem is being studied by the Twentieth Century known of fire-resistive construction. Many a relatively new school, though handsome and massive in appearance, This is a good example of how Exchange officials work honeycombed with unnecessary hazards. Inadequate stairways ,doors that open inward, poorly situated fire escapes -these are but a few of the dangers that can be found in schools built at great cost in recent years, as well as in the ramshackle buildings of yesteryear.

The school boards which have jurisdiction over these The road builder has the largest share in the job of dangerous buildings didn't consciously approve hazardous

Thousands of children have died in school fires that The modern, safe road is very different from the old constructed. Every parent should demand fire-safe schools.

Cecilton, Md.

AGE AND JOBS

You have probably observed in the merry round of questions and charges ing and maintenance cost, and we want roads that to the being hurled about, that few of them stand still long enough to be threshed greatest possible degree will discount or eliminate the out or answered. There is technique in that. Swinging swiftly from point to point, pausing nowhere to risk being silenced, a confusing barrage is more effective for propaganda than plain discussion of facts could be. It helps to produce the impression that the questions and accusations are unanswerable. But the range of these is limited, their recurrence is regular, and no one should find it very hard to get their measure.

Take the question of a man's age and his job. The report is diligently circulated that men of a certain age are refused work, that employers conspire to make men of 45 or more, obsolete. Without proof, without evidence, the notion is nonetheless current that the practice prevails whether by agreement or not.

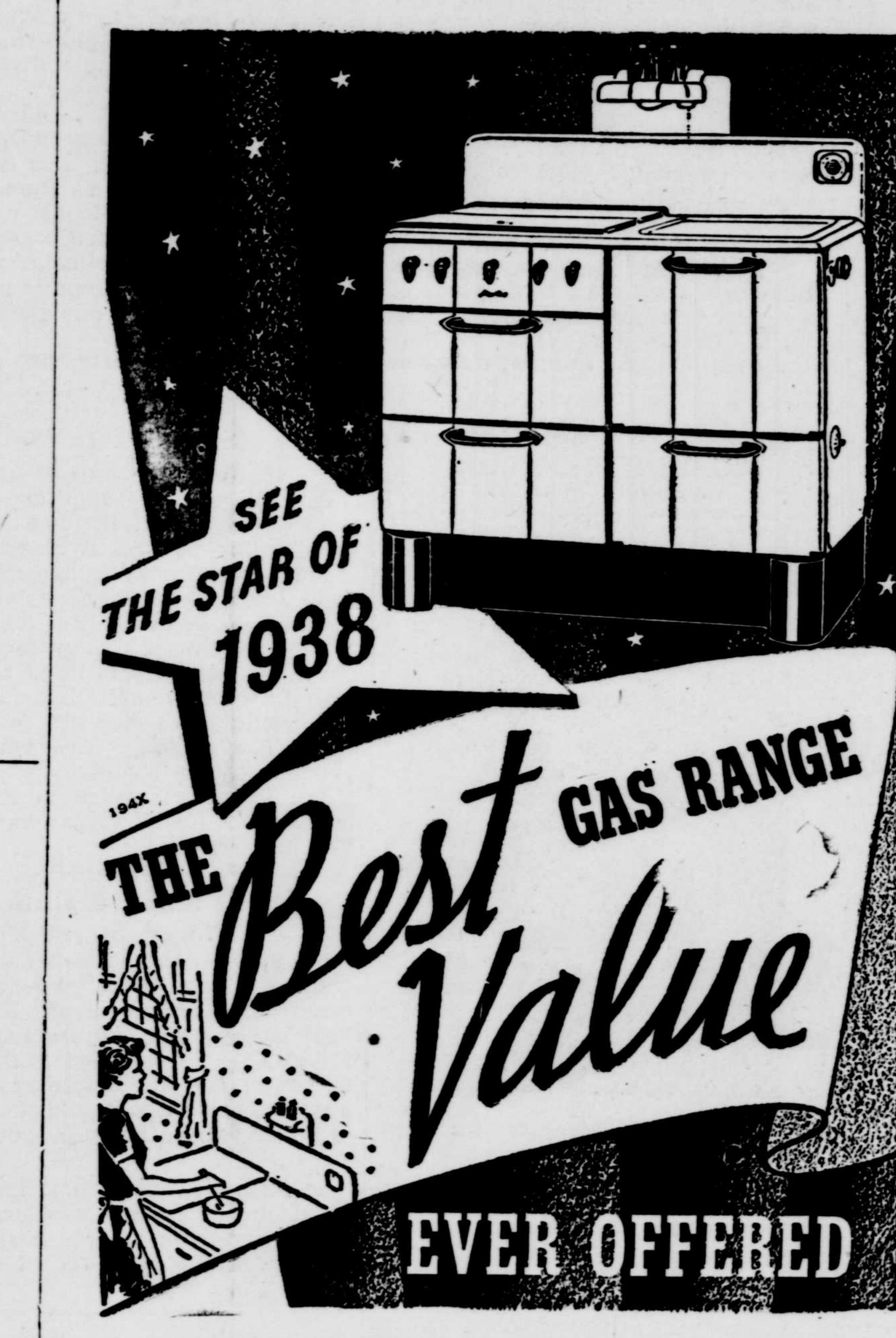
The fact seems to have escaped general notice that in this country employment of persons of 45 or older has been on the increase for 30 years. In the year 1900 the census showed that 20 per cent of all employed persons were 45 to 65 years old; the last census increased that to 25.4 per cent. Employes 40 to 65 years of aged comprised 23 per cent of the total in 1900, and rose to 35 per cent in 1930. That is, increased employment of older age groups favorably affected 2,500,000 persons. These are the government's employment figures for the entire nation. The picture is somewhat changed in specific industries. In the Ford Motor Company, for example, the percentage of employes from 40 to 65 years of age is higher than it is or ever has been for the nation at large. The nation's highest employment in this age group has been only 35 per cent of total employment—in the Ford factory it is 43½ per cent. This is the more remarkable because "heavy industries" ir "manufacturing" provide only 13 per cent of the nation's total wage-earning work. Running over some daily reports, we found that of the last 697 men more than 40 years old, hired by the company, 207 were more than 50 years old, four were 65, six were 66, and four were more than 70. There is a reason for this, just as there may be a reason for what seems to be the opposite practice in other places, and these we shall discuss later on.

This question of age and jobs did not exist a few years ago—what gives where, indeed, it is in the nature of a crime. No school it prominence now? Well, the answer is, the new prominence of older people He pointed out that in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road building should be built until qualified experts have examined and normal line in the golden era of road builting should be built until qualified experts have examined and line in the golden era of road builting should be built until qualified experts have examined and line in the golden era of road builting should be built until qualified experts have examined and line in the golden era of road builting should be built u that followed 1925, the highways that emerged were regarded as masterpieces of the builder's art and science. matter how safe it may seem to the layman—should be this difficult to be. People not only live longer, they age more slowly. If you find

The reasons for this are many. As a people we live more wisely than we did. Public health is better protected. The national diet is better balanced—even if the national budget isn't. We clothe ourselves more congestion as traffic density grew and movement slowed. would not have occurred had the buildings been properly hygienically. Our houses are more sanitary. Our mental life has broadened and taken on variety. And anyone who compares today with 30 to 40 years ago will agree that we don't work so hard, although we produce and earn

> A large share of responsibility for creating this problem of age and jobs must be laid at the door of industry. A generation or two ago, when workers were under much longer and heavier strains, everybody—not the factory worker only—everybody at 50 was pretty well used up. But by lifting the burden off men and putting it on machines; by special attention to safety, lighting, ventilation, medical supervision, thus creating healthful working conditions; by reducing the work-day a third and the work-week 44 per cent; by doubling and trebling wages and refining the standard of living, and doing these things of its own initiative, in obedience to the necessites of its own progress, modern industry has helped to preserve the prime of average working life to 50 and beyond. If industry wore men out as cruelly and as rapidly as uninformeed literary and political critics say it does, there would not be today any problem of older men looking for work. Industry itself has helped to create this condition by lengthening the period of employability. Tomorrow morning 19,000 men will walk into Ford shops who have worked there 15 to 30 years. Of these, 5,600 have worked there more than 20 years, and hundreds will walk in who have worked in the shops more than 25 years. In fact, 22 per cent of Ford employes have had more than 15 years of service; there would be many more had not large numbers left voluntarily after achieving by their employment the means to fulfill other plans they had for life. These facts confute much misinformation concerning the effects of modern progressive industry upon its men.

Now, this merely introduces the matter, and our time is more than gone. We shall take it up on future Sunday evenings to give the solution Mr. Ford has reached concerning this problem of a man's age and his job.



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"ENTERTAINMENT" "ON THE AIR"



There is always competition between programs for certain Christmas carols during the holiday season because network rules do not permit any one song to be repeated within four hours. Because of this, Bing Crosby has already "cleared" carols for Christmas a year hence to use on the Thursday night Music Hall.

Bud Heatter, 12-year-old son of Gabriel Heatter, host of "We, The People," who is working on a script for his dad's radio show, bore up manfully when his first completed act was edited out of a program at the last moment due to time shortage



| Carlton Morse, author of "One Man's

Family," gave his sound effects man

an odd present. It was a box of dry

leaves, an important prop for sound

effects, for dry leaves are difficult to

Aunt Jenny has been requested by

many listeners to have her "Aunt

Jenny's Real-Life Stories," heard

over CBS, put in book form. She has

Gay "Suzabella" Seabrooke of the

Joe Penner troupe got her job by

taking an audition "cold" just one

day before she went on the air for

obtain around Hollywood.

the matter under advisement.

Mary Livingstone, wife and hecklerin-chief of Jack Benny, has been given a linen duster, bonnet and goggles by a fan who thinks that when riding in a Maxwell, if it's only sound-effects auto, Mary should se



Florence George, the soprano who left "Hollywood Mardi Gras" after scoring a notable success, because she wanted to concentrate on her first picture, is coming back to radio. Preview rushes of her film performance have won approval and Florence feels free to accept several of the many guest star offers she has re- At the time when Andre Kostelanets ceived during recent weeks.

Walter O'Keefe of the "Hollywood leaders in radio polls being con-Mardi Gras" says that in years to ducted throughout the country, come the outstanding memory of his new honor has been conferred upor recent European tour won't be the him. Governor Whalen has appoint-London Bridge or Westminster Ab- ed him a member of the Advisory bey, but the curbstone beer machines | Committee on Entertainment for the where for a tu'pence ha'penny one | World's Fair to be held in New York can get a steinful.



Musical Director heard on CBS, i commanding attention among the City in 1939.

11/2-Ton Panel



The streamlined design, all-steel top, and beaver-tail rear of the new 1938 Chevrolet 1½-ton Panel truck make it outstanding among the larger trucks. The load space is 112¼ inches long, 57¼ inches wide, and 44½ inches high. This model is built on a 131½-inch wheelbase chassis.

NOTICE TO TAXPAYERS

The Board of County Commissioners of Cecil County will sit as Board of Review and Control for the purpose of adjusting PERSONAL PROPERTY ASSESSMENTS ONLY, on WEDNES-DAY, THURSDAY AND FRIDAY, February 23, 24 and 25, 1938, from the hour of 9 A. M. to 4 P. M.

By order of

BOARD OF COUNTY COMMISSIONERS Mauldin Lum, President.

Notice To Trespassers .. Having reason to believe that certain

removing firewood and other timber, we and lustrous, which are a few points hereby warn all persons to refrain from to consider when buying materials. trespassing in any manner, and from removing wood of any kind, from the information that will lead to the arrest Company's property or shores. A reward of twenty-five (\$25) dollars will be paid in each and every instance for and conviction of parties trespassing on any of the property of this Company

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MACFADDEN PLANS NEW TYPE EXHIBIT

Elkton Auto Sales Corp.

Elkton, Md.



Photo shows Bernarr Macfadden and Groven Whalen superimposed on photo of Worlds Fair background.

Bernarr Macfadden, President and Chairman of the Board of Directors of Macfadden Publications, signs contract with Grover Whalen for space in the Hall of Communications of the New York World's Fair 1939. The entertaining and educational exhibit of Macfadden Publications will be staged in a colorful manner. Tremendous magazine covers decorating the walls will be lighted in such a way as to tell a dramatic story from the next issue. This will be the first purely theatrical exhibit by a large publishing house.