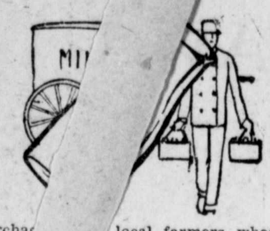
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"A[illegible]

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Don't wait until your overwrought nerves have kept you awake half the night and paved the way for another miserable day. Take two teaspoonfuls of Dr. Miles' Nervine and enjoy the relief that follows. Take two more before you go to bed. Sleep—and wake up ready for the day's duties or pleasures.

Dr. Miles' Nervine is now made in two forms—Liquid and Effervescent Tablet. Both are the same therapeutically.

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FALL SCHEDULE

STANDARD TIME

Subject to change without notice

Weather Permitting

Effective September 6th, 1932

Leaves Baltimore week days and Sundays at 8.00 a. m. and 3.00 p. m.

Leaves Tolchester week days and Sundays aat 10.15 . m. and 5.15 p. m

Adults tickets one way 60 cents; Round trip good 30 days $1.00; Children half fare.

Autos including driver $2.00; Trucks at low rates.

Special Saturdays and Sundays round trip good 1 day 50 cents, Children 25 cents.

Pier 16 Light St., Baltimore

THE TOLCHESTER COMPANY.

EX-MAYOR PRESTON ON CHESAPEAKE BRIDGE

August 10, 1932

Editor of THE BEL AIR TIMES,
Bel Air, Maryland.
Gentlemen:

In your issue of July 29th you have a leading editorial on the subject of the Chesapeake Bay Bridge, describing it as "Maryland's Folly."

While I appreciate that you desire to be particularly careful not to jeopardize the interest of Harford County, I feel, both as a native of Harford County and a resident of Baltimore, that you ought to consider the other side of the picture, and determine what would be to the manifest advantages to Baltimore City and Baltimore County and the surrounding Counties.

This Bay Bridge would balance to some extent the diversion of traffic from the Havre de Grace Bridge; especially, when you recognize that the through traffic is not at all profitable for the County.

The advantages of the bridge to Baltimore City and Baltimore County are so great that I am constrained to call your attention to some of the facts which may put the situation in a different light.

There has been persistant efforts for many years to tie together these two sections of Maryland: The Eastern and Western shores of Maryland by bridge or steamship lines. This bridge, via Tolchester and Miller's Island, has been the result of consistent study by leading experts, in order that the products of the Eastern shore may be brought to Baltimore, its natural market, and thus tie together Chestertown, Centerville, Eastville, Accomac, Crisfield, Ocean City, Princess Anne, Salisbury, Cambridge, Queenstofn, Portsmouth, Norfolk and New Port News and the Southern seaboard cities via Cape Charles City and Norfolk.

The Steamboat lines from these points on the Easteen Shose of Maryland have been wifndrawn by the Pennsylvania Railroad and it is important in the interest of practically the whole of the Eastern and Western shore to retain this Eastern shore part of Maryland's business for Marylann Metropolis, Baltimore and other towns of the Western Shore.

Philadelphia owes its growth in part to its geographical location, accessability and mail facilities and particularly the attitude of their people and newspapers. This has controlled all the Eastern Shore's trade which property belongs to the Maryland Metropolis; perhaps, the political attitude oi the leaders on the Eastern Shore has something to do with this, because they are opposing now as in the past anything that may be construed in the interest of Baltimore City.

Study of this problem has been very earnestly and carefully considered by the best engineers in the country.

Messrs. Cloverdale and Colpitts, and Ford, Beacon and Davis have separately estimated on the traffic and have checked this. These men are regarded the ablest and the most efficient traffic engineers in the United States. They have estimated, I understand, that the traffic across the bridge is sufficient to pay in thirty years the carrying charges of the bridge, the construction cost, and to retire the construction bonds in thirty years, leaving the fully constructed and equipped bridge, in the hands of the State without any cost; this is just as it was done on the Havre de Grace Bridge between Harford and Cecil Counties. And by the McComas Terminal for the Western Maryland-Baltimore and Ohio Railroad at Baltimore.

The immediate saving of mileage between Baltimore and the following points via Miller's Island Tolchester Bridge would be as follows:

Crisfield	35 miles
Pocomoke	35 miles
Easton	58 miles
Oxford	58 miles
Cambridge	41 miles
Salisbury	35 Miles
Ocean City	21 miles.

The manifest advantages of the Tolchester-Miller's Island Bridge will be: War Department permit was granted Chesapeake Bay Bridge via Miller's Island for construction of low level bridge with vertical lift spans in addition to cantilever spans at east and west channels. The War Department would not in all probability grant a permit for a bridge across from Sandy Point—chiefly because of its enormous cost and in addition because of the objection on the part of Baltimore on account of its interference with its port traffic.

Cost

The cost of the Tolchester-Miller's Island bridge depends largely on the height, width and bottom conditions; these latter ones have been carefully considered and mapped out by the J. E. Greiner Company, who have made very conservative estimates. The J. E. Greiner Company are the leading bridge engineers of the country, and they estimate the cost of the bridge at $8,500,000.00 which maybe shaded by lower labor and material cost. This price is for the entire project complete and ready for service from mainland to mainland; it is also based on bridge without draw spans, the east and west channels to have openings 700 feet wide with vertical clearance of 140 feet. The bridge to have a concrete roadway of 22 feet clear width except on the two cantilever bridges at the channel where it is 28 feet wide.

The Greiner Co. figures are conservative and reasonable. He and his group of engineers are the most experienced bridge engineers in the country. They have built $250,000,000, worth of bridges, and they are consulting Engineers in more than 300 cases involving for Railroads, Cities and States.

One of their big works that I am personally familiar with is the McComas Street Ocean Terminal for the City of Baltimore, which is leased to the Western Maryland Railway Company, and it cost $8,500,000.00 without contribution by the City. It was leased to the Western Maryland, Baltimore ond Ohio Railway Company for a sum which in thirty years will pay the interest charges and amortize the cost and leave the $8,500,000.00 terminal in the hands of the City without having cost them a dollar.

Majeski, the leading New York Bridge engineer has confirmed these figures as to the Chesapeake-Miller's Island Bridge. This cost based on the width of the bridge and the elevation. You will thus see this subject has been thoroughly studied, from all angles.

Naturally the Pennsylvania Railroad will object to any competition with its Railroad down the shore and its Philadelphia interests and the chief opposition that we find seems to some from this source.

Mr. Bonsell, who I do not know, has spent a large sum I hear in exploiting this bridge, making surveys and gathering estimates, and he considers the whole project as a money making project for the State and the City and it is hoped for the nation. A very praiseable worthy attempt to benefit the State of Maryland and Baltimore City.

Briefly, then, the construction of the bridge is entirely feasible. It would be of unquestionable benefit to the two portions of the State of Maryland now separated gy the Bay. Its cost and earning prospects have been carefully studied, and if the project is conservatively financed there is little, if any, likelihood that the tax payers of Maryland need ever be called upon to contribute to its support. If its construction were undertaken at the present time several highly desirable benefits would accrue to the people of Maryland.

(1) It would afford employment to approximately fifteen hundred men engaged immediately upon the project to say nothing of the numbers engaged in the various industries that would be called upon to furnish material and equipment.

(2) The owners would, in the construction of the bridge, have the advantage of extremely low construction costs prevailing at the present time, which should work to the advantage of the public in the form of low tolls.

(3) Enhancement in property values in the vicinity of both ends of the bridge, thereby increasing State revenue derived from taxes on real property.

(4) Closer relations personal and political between the two shores of Maryland now widely separated by the Chesapeake Bay.

(5)Low prices based on present prices of cement and the low cost of steel.

(6) It was these considerations that impelled the federal Government to set aside an appropriation for self liquidating internal improvements such as the Chesapeake Bay Bridge.

I have been chairman of the Port Development Commission since 1920. At present I am now serving under Mayor Jackson; I also served under Mayor Broening.

I am sure each of them will indorse what I have just said in favor of the Tolchester-Miller's Island Bridge on the part of Baltimore. And if the fore going statements are logical and true, then every county in the State should be willing to give its encouragement and to endorse this project which means additional development to the State, and also to its most important assets viz the City of Baltimore, and Baltimore County.

Yours truly,
JAMES H. PRESTON,
Chairman of the Port Development Commission.

Reprinted from THE BEL AIR TIMES of August 12, 1932.

STEPHEN R. COLLINS, Attorney

NOTICE TO CREDITORS

In the Circuit Court for Kent County, Maryland. In Equity No.2773

In the matter of the Trust Estate of Henry Mamber and Stella Mamber, his wife.

ORDERED, this 18th day of August, 1932, by the Circuit Court for Kent County, in Equity, and by the authority of said Court, that the Creditors of Henry Mamber and Stella Mamber, his wife, and all others claiming any interest in the estate and property or the proceeds of the sale thereof, granted and assigned by the Deed of Trust of the said Henry Mamber and Stella Mamber, his wife, to Stephen R. Collins, Trustee, for the purposes in said Deed stated and declared, be, and they are hereby directed and required to file their said claims, with the proper vouchers attached thereto, with the Clerk of the Circuit Court for Kent County, Maryland on or before the 25th day of October, 1932, provided a copy of this order be published in some newspaper printed and published in Kent County, Maryland, once in each of four successive weeks before the 25th day of September, 1932.

LEWIN W. WICKES.

True Copy:
Test; Robert A. Shallcross, Clerk.

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JOHN D. URIE, Atty.

Attorney at Law
Chestertown, Maryland

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By CY HUNGERFORD



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