KENNEDYVILLE

Mr. and Mrs. William Cleaver, Jr., entertained Mr. and Mrs. William Anthony, Jr., and Mr. Irvin Myers and Miss Mildred Melvin at dinner on Saturday evening in honor of their fourth wedding anniversary.

Miss Helen Bauscher and friend, Mr. Ryan and Mr. and Mrs. Hartman and son, Allen, of Baltimore, were holiday guests of Rev. and Mrs. Bauscher.

Miss Sue Johnston and Mr. Joseph Weer, of Washington, D. C., spent a part of the week with Mrs. James Weer and family.

Mr. and Mrs. William Sutton, of Black, spent Sunday with her parents Mr. and Mrs. Hope Copper. Their daughter, Helen returned home with them from a pleasant visit with her grand parents.

Mrs. Etta Davis, of Wilmington, and Mrs. Carl Lynch, of Newark, Miss Bernice Scotten and sisters, Betty and Sara spent Monday with Mr. and Mrs. William Anthony, Jr.

Mr. and Mrs. Delbert Robinson, of Baltimore, spent the week end with relatives here.

Mr. and Mrs. Paul Boggs, of Wyoming, Del., spent Sunday with his parents, Mr. and Mrs. Henry Boggs. Mrs. Boggs returned home with them to spend a part of the week.

Dorothy Sue Johnston, of Glasco, Del., spent a part of this week with her aunt, Mrs. Weer and family.

Mr. and Mrs. George Glenn visited Mr. and Mrs. John Glenn, near Rock Hall.

Kay Booth Steel, of Worton, visited her aunt, Miss Sophie Miller a part of the week.

Mr. and Mrs. Harry Redmile entertained her brother, Mr. Frank Keys and wife and Mr. and Mrs. Walton Redmile, of Washington, D. C., over the holidays.

Mr. and Mrs. Abner Schultz and son, Lindell, of Collegeville, Pa., and Mr. Frank Hessey, of Cecilton, were Sunday visitors at Mrs. James Weers.

Mr. and Mrs. John Hessner entertained her sister, Mrs. Miller and little daughter, of Philadelphia a part of this week.

Mr. Walter Hill, of Baltimore, visited his brother, Mr. Robert Hill and family and other relatives on Sunday.

Mr .and Mrs. John George and Richard, Miss Catherine Fogwell, Miss Mary Eva George and Mrs. Robert Thompson spent Sunday at Ocean City.

Mr. Gerald Myers spent the holidays with Mrs. Myers at Ocean City.

The ladies of the Woman's Club were entertained very cordially on their tour of the country on Saturday, one hundred ladies enjoyed the refreshments served them at Knox Folly by Mr. and Mrs. Barrell. Mr. Barrell took their pictures in groups.

Doris Oliff entertained the 4-H Club on Wednesday afternoon.

Mr. William Irving is very ill at this time.

Mr. and Mrs. Charles Smith of Philadelphia, spent the week end with relatives here, their son, Bobby returned home with them after a week's visit with his grand parents.

Mrs. Harry Redmile fell over a chair at her home on Wednesday and broke the bones in her hand. Mrs. Bertha Herzog of Baltimore, is with her.

Service in Grace Presbyterian Church Sunday evening at 7.30 p. m. All welcome.

CHURCH NOTES

Lynch Methodist Church
Melvin Kay, Minister.
Sunday School at 2.30 p. m. Mrs. Mabel Jewell, Supt.
Preaching at 3 p. m. sermon by the pastor.
C. E. at 8 p. m. the program will be in charge of the St. James C. E. who have accepted the invitation of the Lynch C. E. to visit them. Albert Sutton will have charge of the program.
The Ladies Aid Society will meet at the home of Mrs. Ida Culley on Tuesday, July 11 at 2.30 p. m.

Betterton M. E. Church
Sunday, July 9, 1939.
Rev. Charles E. Davis, pastor.
Church School at 10 a. m.
Worship service at 8 p. m.
Sermon by the pastor. Subject, "God's Priceless Gift."

NEW TELEPHONE CABLE IN SERVICE ACROSS THE BAY

Will Increase Available Circuits To Western Shore

The first telephone cable laid under the Chesapeake Bay in twenty-three years was recently placed between Sandy Point, Anne Arundel County, and Broad Creek, Queen Annes County.

The new cbale, costing approximately $45,000, will be cut into service within the next few days, thus providing adequate toll facilities from and to Eastern Shore points in time for the heavy summer seasonal peak.

One of the most complicated mechanisms produced by the Western Electric Company near Baltimore, the cable extending approximately 4 miles under the Bay and weighing 110 tons, includes 175 wires wrapped with heavy insulation. A special varnish will keep the copper from the detarioration of sea water.

In addition, however, lead plating sheathes the wire and a second metal covering acts as an outer envelope. Inside, the wires are twisted together in spirals in order to prevent "cross talk" from one circuit interfering with a conversation on another two-way system.

The new cable will open up 132 new toll circuits which added to the 36 available in the old cable, will make a total of 168 channels fo rtelephones. Actually, the new cable has 88 pairs of wires and the old one 24, but for each two pairs there is a "phanton circuit" in regular telephone operation. It is interesting to note that through Bell Laboratory research the new cable, with almost four times the capacity of the old one, is the smaller of the two. The older one is 2½ inches in diameter and the new is ¼ inch smaller.

When the new cable is put into operatio nit is estimated that ample facilities will be available for the next 20 years. Toll calls over the cable route to and from Eastern Shore points hove been increasing steadily. The average two-way calling rate in 1930 was 1400 calls per day, now it is 1800 per day and it is estimated that the average in 1960 will be 4400 per day.

Factors which enter into this increased use of the telephone on the Eastern Shore are various. Ten years ago there were 12,400 stations in service on the Eastern Shore and this has grown to approximately 18,000 at the present time. Twelve exchanges have been modernized and are now dial operated giving a faster and more uniform satisfactory grade of service. Also, buried wire which is particularily adapted to the Eastern Shore with its flat country and freeness from rocks has accounted for 800 miles of extension in rural line service.

(COMMUNICATED)

Millington, Maryland
July 5, 1939.
The Chestertown Transcript.
Dear Sirs:

You may publish the following if you want to.

When Japanese Beetle Traps fill up every few days, the disposal of the Beetles is a problem. One of the most effective methods is to get a 5 quart can such as filling stations discard. The traps just fit into those cans. Fill the can nearly ¾ full with gasoline and immerse a trap in it. In a few seconds all the Beetles are dead. The gasoline may be used over again for trap after trap, only adding enough gas to take care of losses. The gas soon evaporates from the trap and leaves no odor to interfere with the attractive chemical, also from the Beetles and they are good for fertilizer.

Sincerly,
J. E. Spear, Jr.

DIRECT ACTION

Panama and Costa Rica recently settled a boundary dispute after trading punches for 400 years. Lengthy scrap, but dull. For our money we'll take the name-calling and skull-cracking fireworks of the A. F. of L. and C. I. O. Short, but to the point—of the chin.

—The Commentator Magazine

MAYBE IT'S IN DISGUST

More than 9,000 motor cars are abandoned in New York City streets each year.

—The Commentator Magazine

THERE'S STILL A WILD AND WOOLLY WEST

It's not on the streets of the "Big Bad East", but in the wide open spaces of the West and South that sudden death—murder, suicide, and automobile accidents—takes its highest toll. Homicide is listed among the ten leading causes of death in Georgia and Alabama. In Montana, Idaho, Wyoming, and Nevada the accident death rate is exceeded only by the heart-disease mortality rate. Nevada, California, and the state of Washington lead the United States in the percentage of suicides.

—The Commentator Magazine

TWENTIETH CENTURY CAVEMEN

Every year the newspapers carry stories concerning certain eccentric hunters who use only bows and arrows. And each year these stories raise a furore among our humane-minded citizens. To them it is just as brutal and uncivilized as bull-fighting.

A couple of arrows sticking out of the back of a 10-point buck mean that he will die slowly and in agony instead of instantly, as he would had he been hit by a well-aimed bullet. It would seem that our savage ancestors aren't so many generations back as we would like to think.

—The Commentator Magazine

ANY UMBRELLAS TODAY?

The Southern Railway of England keeps at least a dozen umbrellas at each of thirty stations throughout suburban London and season-ticket commuters can rent them for four cents apiece. Maybe we're prejudiced, but this seems to us to be carrying the Chamberlain policy just a little too far.

—The Commentator Magazine

APPROPRIATE SYMBOLS

Japanese railway timetables use symbols to indicate accommodations. The schedule prints a crossed knife and fork to indicate American meals; a tiny tapot and rice bowl to denote Japanese fare. Someone suggested symbolizing the Chinese meal with a bomb and a bayonet.

—The Commentator Magazine

Salisbury is planning the biggest Fourth of July celebration in the city's history, beginning with games at 10 a. m. and climaxed in the evening by band drills and elaborate aerial fireworks.

All features of the program except the free theatre matinees for children, will be held in Municipal Park. There will be no charge and a general invitation is extended to all residents of the peninsula and their holiday guests.

This is the third annual celebration sponsored by the Salisbury Chamber of Commerce as a good-will event for Salisburians and their peninsula neighbors.

MAYBE IT'S NOT SO GOOD!

Since the installation of the new $3,000,000 air conditioning system in the Capitol, there has been about a fifty per cent decline in coughs, and wheezes interrupting congressional speeches.

—The Commentator Magazine

THANKS FOR EVERYTHING

Philadelphia has one man who is not stingy. He has not only given 884 blood transfusion free of charge, but has no idea of quitting until he makes it an even 1,000. He's sixty years old—and nobody can tell him anemic.

—The Commentator Magazine

The New 1939
PLYMOUTH and CHRYSLER
ARE ON DISPLAY HERE

ASK FOR DEMONSTATION BEFORE YOU BUY A NEW CAR

USED CAR BARGAINS

1937 Del. Ply. 4 D. Tr. Sedan
193 R. K. Ply. 2 D. Sedan
1937 Del. Ford Ludor
1936 Master Chev. 2 Door
1935 Ford Tudor
3-1934 Ford Tudor
1933 Ford 4-Door Sedan
1933 Del. Phy. Coach
2-1933 " " Sedan 4-Door
1934 Studebaker 4-Door Trunk Sedan
1932 Chev. Coach

HOGAN'S MOTOR CO.
Chrysler-Plymouth Sales & Service
ROCK HALL, - - - MARYLAND

THESE
GUNTHER DEALERS
Recommend Dry Beer-y
BEER

KENT COUNTY DEALERS

CHESTERTOWN RESTAURANT ..... CHESTERTOWN, MD.
DEL MAR VA RESTAURANT ..... CHESTERTOWN, MD.
HI CLUB ..... CHESTERTOWN, MD.
SCOTT THOMPSON ..... CHESTERTOWN, MD.
HERZBERG ..... CHESTERTOWN, MD.
HOWE ..... CHESTERTOWN, MD.
BLUE BIRD INN ..... CHESTERTOWN, MD.
GIBSON MIDDLETON ..... CHESTERTOWN, MD.
C. C. IVENS ..... WORTON, MD.
CHAS. CROWDING ..... WORTON, MD.
HEWITT ..... WORTON, MD.
J. W. IVENS, JR. ..... MELITOTA, MD.
JOHN NEWSOME ..... MELITOTA, MD.
LONESOME PINE ..... ROCK HALL, MD.
COLEMAN ..... ROCK HALL, MD.
JOHN HERSCH ..... ROCK HALL, MD
BROOKS ..... ROCK HALL, MD.
FRANK JESTER ..... ROCK HALL, MD.
PRESTON CROWDNG ..... ROCK HALL, MD.
STANLEY PLETZER ..... TOLCHESTER, MD.
ELIZIBETH HEWITT ..... TOLCHESTER, MD.
CREWS RESTAURANT ..... BETTERTON, MD.
EARL THOMPSON ..... STILL POND, MD.
WM. JEWELL ..... KENNEDYVILLE, MD.
J. W. PIERCE ..... MASSEY, MD.
CLAUDE TAYLOR ..... GALENA, MD.
LECATES ..... GALENA, MD.
JOHN NEWMAN ..... GALENA, MD.
HARRY CREW ..... BETTERTON, MD.
HENRY PRICE ..... BETTERTON, MD.

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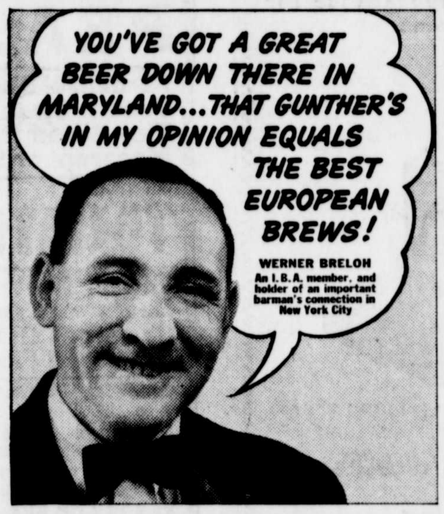
R. E. WILLIAMS
CHESTERTOWN, MD.

U.S.A. BEER MAKES BIG HIT WITH MORE INTERNATIONAL EXPERTS



Experts amazed at high standards set by beers made in U. S. A. Agree there are several fine domestic beers that are equal in every way to famous European brands . . . and for their own personal use choose Gunther's . . . the beer that's so popular in Maryland and Washington

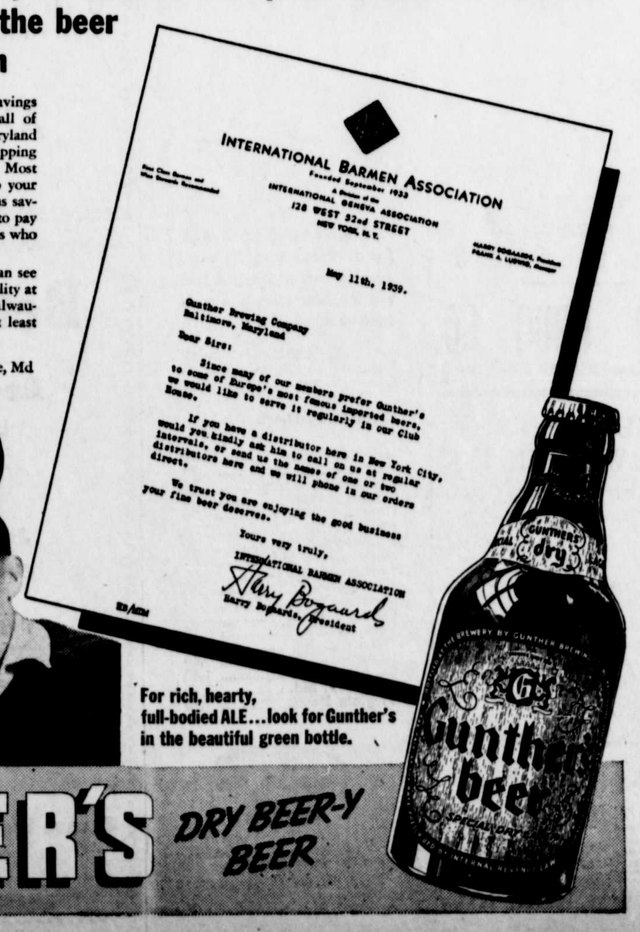
ONCE upon a time Europe was in a class by itself when it came to making beer. But who makes the best beer today? Many international experts agree that the U. S. A. has definitely forged ahead of many famous European imported beers! And one of the beers most highly praised is Gunther's Special Dry Lager . . . This local beer is, in the opinion of these experts, equal to costly beers made abroad in every way. It is dry. It's not heavy. It gives you all the taste and body that *real* beer drinkers the world over seek in a real glass of lager.

How Can Gunther's Do It?

How can Gunther's offer such high quality beer at the price of regular beers? There are three big reasons: 1. Gunther's makes hundreds of thousands of BARRELS of beer (the equivalent of over 90 MILLION bottles) . . . This big volume means big savings on ingredient and brewing costs. 2. Most all of Gunther's is sold to folks right here in Maryland and D. C. . . . this means that no long-haul shipping charges are added to the cost of Gunther's. 3. Most of it is delivered direct from the brewery to your dealer in our own trucks . . . another enormous saving, because breweries from other states have to pay as much as 30 to 50¢ per case to the wholesalers who handle their beer.

Put all these big savings together and you can see why folks around here can have Gunther's quality at a dime, whereas if you lived in New York, Milwaukee, St. Louis, etc., you would have to pay at least 15¢ per bottle for it.

Gunther Brewing Co., Baltimore, Md



For rich, hearty, full-bodied ALE...look for Gunther's in the beautiful green bottle.

MARYLAND IS FAMOUS FOR GUNTHER'S DRY BEER-Y BEER