THE CHESTERTOWN TRANSCRIPT

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SATURDAY, JANUARY 6th, 1940

FROM THE reporst from high ranking officials of the various farm organizations in the country there is a definite feeling of optimism for agriculture in 1940. Various reasons are given for this prediction, the two principal ones being the need of food stuffs in Europe and the crop shortage in certain sections of this country. This means that the 1940 prospects are based on higher crop prices due to demand and not upon governmental juggling of surplus which in the past has created an uncertain and unsatisfactory result. In other words the age old saying that supply and demand are the only substantial controlling factors in the price of farm products still holds and as long as the latter can keep a little ahead of the former agriculture can survive. In spite of the fact that 1939 can well be recorded as one of the worse agricultural years in Kent County for a number of years, many farmers have carried on through hard work and ingenuity. They have not thrown up their hands when the price of wheat and corn prices reached an unprofitable level but took up the slack with other and more profitable crops. They have put themselves in a position to prosper if crop prices reach a fair level. This may be credited to mixing thought with their labors probably on a greater scale than ever before. Prospects for better times in 1940 does not by any means indicate a boom year and should not be looked forward to in that light. They merely offer a possible chance that agriculture may have an opportunity of giving a fair return for the labor and investment devoted to it. Other business in this county may well look for better times in 1940 because as farming prospers so does business.

WITH THE announcement this week of the candidacy of Senator Higgins, of Dorchester County, as a candidate for Congress subject to the Democratic primaries in May promises a three way fight for that coveted office on the Eastern Shore. It is interesting to note that all three candidates, Senator Roe, of Queen Annes, Senator Ward, of Wicomico and Senator Higgings have been or are members of the Maryland Senate; all three are business men who were born on farms and are now engaged in business that is in direct contact with agriculture; and that none are lawyers. As the field increases the political fight becomes more and more sectional with Queen Annes the northern most county represented. At the present time there is no indication that Cecil or Kent County will have a candidate which makes them important battle grounds for the nomination. The primary will include, in addition to the Congressional seat, the nomination of a Democratic candidate for the United States Senate with the encumbent Senaor Radcliffe and Mr. Howard Bruce as candidates. Up to the present time there is no evidence of any political lineup between the Congressional and Senatorial fight and it will be interesting to see if anything along this line will develop. It may require some such colorful activity to get the average voter at all interested in the election because at the present time there is very little interest being shown and there will be no candidates for local offices to arouse this interest.

THIS PAST week has been moving days among the farmers of Kent County. While it may seem to be an inopportune time for moving, it is termination of the age old system of contract between landlord and tenant and gives an opportunity for the farmers to become settled in their new homes before the spring work starts. The moving represents mostly the changing of farms as there is very little moving out of or into Kent County. While over a period of years there has been little change in the population of this county each new year sees many exchanging of farm homes within the county.

A REPORT submitted this week from the Wilmington Area of the Boy Scouts of Amercia shows that Kent County is leading the area in organization and other departments of Scouting. At the present time there are 109 Kent County boys enrolled in this organization which is recognized as probably the greatest organization and probably the greatest organized effort to teach boys good clean and healthful living in a way that they like it. The record made in Kent County hasn't just happened but has been made possible through the efforts of men of the county who have given considerable time to help these boys enjoy the advantages of Scouting. No little credit is due the Scouts themselves, particularly those young men who have been scouts and have taken over the duties of leading the younger boys. Kent County is proud of its Scouts and what they are doing for themselves and the county. They become good and useful citizens.

IF THERE has been any good results from the various traffic safety weeks conducted last fall, it is the bringing to the attention of motorists the unprofitable results of reckless driving and the pleasures of the safe and careful handling of an automobile. The efforts will, however, have been partly wasted unless motorists realize that safe driving is a year round proposition and not merely one to be adhered to during these safety weeks. If reckless handling of automobiles only affected those drivers themselves it would not be such a serious matter but many individuals are the innocent victims of these reckless drivers. Efforts should be made to keep the advantages of safe driving constantly fresh in the minds of all motorists because people so easily forget until it is too late.

ITS AN ill wind that blows no one good. While most adults have been complaining of the snow and cold weather, the kids have made the most of it with their sleds and skates. A little snow is considered good for farm crops, particularly in the dust bowl where a blanket of snow has relieved a drouth for many months. Regardless of what the elements have to offer it will be welcomed by some one. Of course the coal man and the ice man are also interested in temperature changes.

Important Notice

CHAPTER 448

Public General Laws of the State of Maryland, Session 1939. Republished by order of Governor Herbert R. O'Conor.

AN ACT to repeal and re-enact with amendments section 209A of Article 56 of the Annotated Code of Public General Laws of Maryland, 1935 Supplement, as such section was amended by Chapter 193 of the facts of 1937, Regular Session, title "Licenses," sub-title "Motor Vehicles," sub-heading "Rules of the Road," to require school busses operating throughout the State to carry a special design and color, to limit the speed of school busses, to require school busses to carry a fire extinguisher, to require school busses to have an emergency rear door, to require vehicles to stop in front of and behind said school busses operating throughout the State, to prohibit the use of vehicles marked as school busses when not actually used as such, to require inspection of school busses, to exempt from the operation of certain protions of this Act cities and towns of more than five thousand population, and to provide penalties for violation thereof.

Section 1. Be it enacted by the General Assembly of Maryland, That Section 209A of Article 56 of the Annotated Code of Public General Laws of Maryland, 1935 Supplement, as such section was amended by Chapter 193 of the Acts of 1937, Regular Session, title "Licenses," sub-title "Motor Vehicle," sub-heading "Rules of the Road," be and the same is hereby repealed and re-encated, with amendments, to read as follows:

209A. 1. Definition: The term "School bus" as used in this Act shall be defined as a motor vehicle having a seating capacity of ten or more persons and transporting children to and from the elementary and or high schools in the State and not operating under the jurisdiction of the Public Service Commission and-or not operated by a public service corporation furnishing mass transportation in a town of a population or more than 50,000 inhabitants.

2. Every vehicle when used as a school bus shall have both on the front and on the rear a sign plainly visible containing the words "school bus" in letters not less than four inches in height, with each stroke of not less than half an inch in width; such school bus shall also be equipped with stop signals visble both to the front and to the rear, and the body of such school bus shall be painted orange and black; with the orange color predominating. The Commissioner of Motor Vehicles is empowered to adopt rules and regulations, not inconsistent with this Article, relative to such school bus signs and stop signals.

3. The driver of a vehicle upon a highway outside the corporate limits of incorporated cities and towns of more than five thousand population, upon meeting or overtaking any school bus which has stopped on the highway for the purpose of receiving or discharging any school child or children, shall come to a full stop at least ten (10) feet from such school bus, either in front or rear thereof as the case may be, and such vehicle shall remain standing until the children are received or discharged and the school bus has again started. The foregoing shall be applicable only in the event the school bus signs and stop signals and painted in the color scheme as prescribed in this Act, and shall not apply to vehicles approaching such school bus from the front on dual highways.

4. No school bus operating in the State while it is carrying any passengers to or from school shall be operated at a rate of speed greater than 35 miles per hour.

5. Every school bus operating within the State shall be equipped with a fire extinguisher which bears the label of approval of the Fire Underwriters' Association and which shall be kept properly filled and in satisfactory operating condition at all times. This extinguisher shall be placed in the school bus in a location readily accessible to the driver.

6. Every school bus operating in this State shall have a door in or near the rear of the bus readily accessable for the discharging of pupils in case of emergency. The rear bumper shall be so placed that it will not interfere with the egress of the passengers using the emergency door. The door shall be controlled by a safety device which is case of emergency may easily be operated independently of the driver and the device shall be protected against accidental or unauthorized release.

7. Every school bus operating in the State shall be required to come to a full stop within at least 10 feet and not more than 50 feet before crossing at grade any track or tracks of a railroad.

8. It shall be unlawful for any person to operate or permit to be operated any motor vehicle with the words "school bus" painted or printed thereon if such bus is not more or less regularly used as a bus for the transportation of children to and from school.

9. Every school bus transporting children to public schools in each county shall be inspected at least twice each year. Such inspection shall be made by the county superintendent of schools or his duly authorized agent, assisted by a person to be designated by the Commissioner of Motor Vehicles. One of the two inspections mentioned above shall be made during the month of September.

10. Any person operating a motor vehicle which fails to stop as required in Sub-section 3 of this section, when a school bus, which the stop signal set, stops to take on or discharge children, or who otherwise violates the provisions of this section when such bus actually halts for the purpose or taking on or discharging children, shall be guilty of a misdemeanor and shall upon conviction be fined not less than Five Dollars ($5.00) nor more than Fifty Dollars ($50.00). Furthermore, any school bus owner or operator permitting a school bus to be operated which does not meet the regulations mentioned in this section or which violates any other provision of this section shall be guilty of a misdemeanor and shall upon conviction be fined not less than Five Dollars $5.00) not more than Fifty Dollars ($50.00).

Sec. 2. And be it further enacted, That this Act shall take effect September 1, 1939.

Approved: May 3, 1939.

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SALE OF *School Properties*

The Board of Education of Kent County, Maryland will open sealed bids on the folowing school properties at its meeting to be held on

TUESDAY' JANUARY 9, 1940

beginnig at 10:00 A. M. in its office on the first floor of the Chestertown Elementary School building:

Chesterville colored school building without the grounds.

Melitota colored school lot of 81¾ square rods, more or less.

East Georgetown colored school building and ground of 1,400 square feet, more or less.

Broad Neck colored school building and lot of one (1) acre, more or less.

Any interested bidder should seal his bid in an envelope marked, "Bid on School Property" and enclose it in another envelope addressed to the Board of Education of Kent County, Chestertown, Md. Only in this way can the bids be kept sealed until the day of the meeting.

The Board reserves the right to reject any or all bids.

By Order of Board of Education of Kent County.

d16-2t Louis C. Robinson, Secretary.

HERBERT E. PERKINS, Solicitor.

NOTICE OF FIRST MEETING OF CREDITORS

In The District Court of The United States For The District of Maryland

In the Matter of Carl Starkey, Bankrupt.

Notice is hereby given that on Nov. 17, 1939, the said Carl Starkey, of Kent County, Maryland, was duly adjudged Bankrupt, and the first meeting of his creditors will be held at the law office of Herbert E. Perkins in Chestertown, Maryland, on the 30th day of December, 1939, at 12 o'clock, noon, at which time the creditors of said bankrupt may attend, prove their claims, appoint a Trustee or Trustees, examine said bankrupt, and transact such other business as may properly come before the said meeting.

EDWARD T. MILER, Referee,
Easton, Maryland.

N. B. Creditors should at once prove their claims before a Notary Public file same with the Referee or have them ready to file at the first meeting of Creditors.

Notice To Creditors

NOTICE is hereby given that the undersigned has obtained from the Orphans' Court for Kent County letters Testamentary on the personal estate of

GEORGE GRAVES

late of said county, deceased. All persons having claims against said deceased's estate are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 16th day of June, 1940, otherwise they may by law be excluded from all benefit of said deceased's personal estate.

All persons indebted to this estate must settle at once.

Given under my hand this 12th day of December, 1939.

Jesse D. Maxwell, Executor.
Edna Elliott, Register of Wills.

NOTICE

I have some home made QUILTS and QUILT TOPS for sale at reasonable prices.

I can also do any kind of quilting such as recovering or make new quilts at any time.

MRS. MARY E. WALTERS,
526 W. High Street,
Phone 422 Chestertown, Md

HERBERT E. PERKINS, Solicitor.

NOTICE OF FIRST MEETING OF CREDITORS

In The District Court Of The United States For The District of Maryland

In the Matter of Raddie M. Starkey, Bankrupt.

Notice is hereby given that on Nov. 17, 1939, the said Raddie M. Starkey, of Kent county, Maryland, was duly adjudged Bankrupt, and the first meeting of her creditors will be held at the law office of Herbert E. Perkins in Chestertown, Maryland, on the 30th day of December, 1939, at 12 o'clock, noon, at which time the creditors of said bankrupt may attend, prove their claims, appoint a Trustee or Trustees, examine said bankrupt, and transact such other business as may properly come before the said meeting.

EDWARD T. MILLER, Referee,
Easton, Maryland.

N. B. Creditors should at once prove their claims before a Notary Public and file same with the Referee or have them ready to file at the first meeting of Creditors.

NEW LYCEUM THEATRE CHESTERTOWN

MONDAY and TUESDAY
JANUARY 8 and 9

WEDNESDAY and THURSDAY
JANUARY 10 and 11

SELZNICK INTERNATIONAL presents
LESLIE HOWARD
in
INTERMEZZO
A Love Story
INTRODUCING
INGRID BERGMAN
Produced by DAVID O. SELZNICK
Directed by Gregory Ratoff
Associate Producer Leslie Howard
Released thru UNITED ARTISTS

FRIDAY and SATURDAY
JANUARY 12 and 13
—BIG TWIN BILL—

—Plus—
"Island Of Lost Men"
—with—
Anna May Wong
Anthony Quinn

The First National Bank

MEMBER FEDERAL RESERVE SYSTEM

THE FIRST NATIONAL BANK OF CHESTERTOWN

Chestertown, Maryland

Condensed Statement

December 30th, 1939

RESOURCES

Cash and due from Banks	$156,705.03
U. S. Government Bonds	66,259.69
Other Bonds	175,405.00
Loan and Discounts	448,769.85
Bank Building and Fixtures	40,919.00
	$888,058.57

LIABILITIES

Capital Stock	$ 50,000.00
Surplus	$ 50,000.00
Undivided Profits	8,831.46
Deposits	779,227.11
	$888,058.57

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

OFFICERS

STEPHEN R. COLLINS, President. W. R. HUEY, Cashier.
T. D. BOWERS, Vice President. R. R. WILKINS, Asst. Cashier

DIRECTORS

T. D. BOWERS, P. M. BROOKS, R. H. COLLINS, Jr. S. R. COLLINS, W. R. HUEY, G. ELLSWORTH LEARY, W. U. LUSBY, H. S. STARTT, R. W. STAVELY, ANDREW W. WILSON

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When *Acid Indigestion, Gas on Stomach or Heartburn* make you feel uncomfortable or embarrass you, try Alka-Seltzer, which contains alkalizing buffers and so helps counteract the associated Excess Stomach Acidity.

But the relief of these minor stomach upsets is only a small part of what you can expect Alka-Seltzer to do for you. You will find it effective for Pain Relief in *Headache, Neuralgia, Colds and Muscular Aches and Pains.* It contains an analgesic, (sodium acetyl salicylate), made more prompt and effective in its pain-relieving action by alkaline buffer salts.

When hard work or strenuous exercise make you feel tired and dragged out, enjoy the refreshing effect of a glass of sparkling, tangy Alka-Seltzer.

At Drug Stores in packages and at drug store soda fountains by the glass.

Alka-Seltzer

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Charles St. at Redwood
While Your Car Is
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FUNERAL SERVICE

FUNERAL HOME

PHONE:

CHESTERTOWN

72

378

THOSE WHO REMAIN

When death visits a home, the first concern is to perform the last service to the loved one in a becoming manner. What ever is done must express all the reverance and affection that is felt at such a time. But in addition to this a further responsibilty rests upon the funeral director. It is his privilege and duty to lessen as far as lies with in his power, the burdens laid upon those who remain. By countless little acts of thoughtfulness he can make the way easier for them.

We consider this part of our work as important as any other. Our highest aim is to have our patrons look upon us as trusted friends, ready and anxious to render sympathetic assistance to those who remain behind.

R. R. FELLOWS,
Funeral Director.
Still Pond, Md.
Phone