FORMER "KNIGHT OF WASTE BASKET AND BOSS OF BROOM" AT "JEFF" PLANT HAS LARGEST MAIL ROUTE

Harry Fuller, Of Baynesville, Covers 29 Miles Each Day With The Assistance Of His Faithful Old "Tin Lizzie" To Deliver Love Letters And Bills To Ruralites.

No matter how good or how bad the weather may be, day in and day out, Harry Fuller, who started his career as "Knight of the waste basket and boss of the broom" at The Jeffersonian plant, covers 29 miles each day with the assistance of his faithful old "tin lizzie" to deliver mail for Uncle Sam on Rural Free Delivery Route No. 6, out of Towson Postoffice.

Long before most of the folks at the county seat are out of their warm beds Harry has had his breakfast and enroute from his home n Baynesville to the Towson postoffice to begin his day's work, and more than 500 families are dependent upon him to keep them in touch with their friends and the outside world, yea, it is even Harry Who delivers these folks' "Jeff" each Saturday morning.

Up past the old Epsom Church he goes—the little, weather-beaten symbol of Christianty, erected more than a hundred years ago through the efforts of the Ridgelys and the Chews, then owners of thousands of acres of land which lay between Towson and the Gunpowder river and used jointly and severally, at various times, by Christians of all denominations.

The first stop is at Providence schoolhouse—2.8 miles away. Providence schoolhouse is a landmark. Few of the oldest inhabitants can remember when it was not standng there, and many of them learned their "three R's" in the little schoolroom.

From there the carrier retraces his route southwest to the forks at Redgate, and from there hurries along to Sim's corner and onward to Cokpens avenue.

A detour to the property of Frank E. Ehlen comes next and then the route proceeds along Joppa road to Shanklin's crossroads and from there in a northerly direction, to Jenifer's crossing.

Up to Cromwell's bridge he goes, close by Loch Raven and the reservation belonging to the city's Water Department.

From there the r[illegible]y is as follows:

Northwest to Willam Graves lane and return.

Southwest to Pine Grove School--house, southwest to Kempsky's croner and return.

Southeast to Cub Hill corner, southwest to Carney crossroads, westerly to Kempsyk's corner, southwest to Shanklin crossroads, westerly to Baynesville, southwest to Taylor's Church.

Retrace to Pleasant Plains road, northwesterly to Stevenson's lane, southwesterly to York road, southerly to Walker avenue, easterly to Idlewylde, northerly to Register avenue, westerly to York Road, northerly to Towson Branch Postoffice.

However monotonous the duties of the rural mail carrier may be, there is no sameness about the route covered by Mr. Fuller. Immediately upon leaving Towson he is on historic ground.

Joppa road takes its name from the oldest settlement in this part of the world. The little hamlet of Joppa was laid out before Baltimore ever was thought of, and it was intended for the big metropolis of the State.

Joppa road was the post road of those early days. The mail carrier of Colonial times delivered his missives, done up with sealing wax, to cavaliers n ruffs and knee breeches and stopped overnight at taverns, the last of which was relegated to oblivion with the passage of the Volstead act.

Messages of great import to the Colonials struggling against the authority of a British King were rushed to George Washington and his fellow officers, and in the early days of the Republic it was traveled frequently by men who were endeavorng to set up a government which would bind the various colonies in harmonius union.

Circumstances were against the growth of Joppa; but the Joppa road remains an important link in the nation's highway system, and, when the route angles northerly to Jenifer's crossing and up toward Cromwell's bridge, it enters a land as romantically beautiful as any Sir Walter Scott ever gazed upon.

A hush falls suddenly over the landscape. Wooded hills stretch their bulk in protective embrace around a lake that seems lifted from the Scottish highlands and placed there like a surprise for an enchanted princess. Long-legged cranes fly over it sometimes. There is an air of unreality about it all.

Then, abruptly, the route turns and makes straight for a thriving trucking community and the homes of small artisans. Many of them are comparatively recent emigrants from the Old World, and they are bound to it in countless ways of affection and, sometimes, financial interest.

To Carrier Fuller they look for the maintenance of these links with ther kinfolk. To his care they entrust their letters, telling of their hopes and struggless and successes in their new homes. Sometimes they have a bit of money they want to send back, and it is the rural carrier who registers it for them and starts it on its way.

Another portion of the route runs past the country estates of the descendants of men and women who at one time were large landholders of the county. The number of these estates is dwindling rapidly, and today only a few of them remain. The others have been cut up into the well-known 50-by-150-foot lots and are sprouting bungalows in profusion.

By noon the carrier has covered the entire distance and is back at the Towson Postoffice with the mail he has collected, ready to dispatch it further.

There are 265 boxes to be served —an average of about 11 to a mile. Frequently amicable arrangements are made whereby one box serves several families. Almost every day from 1,000 to 1,200 letters are distributed, besides innumerable parcels.

This part of the county was quick to note the advantages of the parcel post, and its "mail" in this line extends all the way from the laundry which some boy or girl—away at boarding school or college—may decide to send hime to be done by the family laundress to cartons of eggs shipped to city customers.

The rural carrier sells stamps and postcards. He registers letters and issues money orders. In fact, he is a whole postoffice on wheels, a Pegasus of the modern world.

No one is more intimately connected with the lives of the people he serves than he. The clergyman of the local church and the teacher of the one-room school who boards in the neighborhood enter not a whit more closely into their hopes and enterprisess, their joys and their sorrows.

If last year's schoolgirl, her skirts lengthened and her hair bobbed, has acquired a "fellow" from a distance, the carrier knows, sometimes even before the maiden's own family is aware of what is going on under their very noses. A burst of letters may arouse suspicions, and regular appearance of the damsel at the mail box just about the time the carrier is due confirms them.

Many families depend on him for their neighborhood chit-chat. He learns that So-and-So is ill. A mile or so further on he meets a patron eager for news and relates the circumstances. The word spreads in the way that news will. Next day he is met by one inquiry after another concerning the patient, and to each he makes report, for better or worse.

Sometimes he even may act as messenger, and as a result of his timely notification of the doctor a life may be saved. Sometimes, in bitter weather, his more thoughtful patrons wait, not with hot Johnny-cake ,like Peter of the song, but with a cup of steaming coffee with which "to warm hm up a bit" on his journey. This winter, however, there has been little or no need of such humanitarian measures.

The Postoffice has few rules for its rural patrons and these are simple.

They prescribe "that persons desiring rural delivery service shall provide or erect at their own expense, boxes conforming to official specificatons and requirements and that the boxes shall, if practicable, be erected on the right hand side of the road regularly traveled by the rural carrier and in such a position as to be easily and safely accessible for the delivery and collection of mail by the carrier without leaving hs vehicle.

The department makes an effort to improve the general appearance of boxes throughout the community and has urged its patrons to paint their boxes white, with the name of the head of the families receiving mail painted in black letters on each side of the box. It also has requested that the painting be done at least once each year and that the posts supportng the boxes be painted white also.

None of the carrier's equipment is provided by the Government. He must provide his own vehicle and his pay is standardized by the length of the route he serves, no matter what difficulties he may encounter.

MISS EMILY H. DAVIS CLAIMED BY "THE GRIM REAPER."

Miss Emily H. Davis, a graduate of the Girls' Latin School and Goucher College, died at her home, Ten Hills. She was associated with the Bureau of Chemistry of the Health Department.

Besides her parents, Mr. and Mrs. Louis W. Daviss, Misss Davis is survive by a brother, L. Wilson Davis.

The Rev. C. M. Heffer, pastor of Marvin M. E. Church, South Washington, conducted the servicess. Burial was in Ward's Chapel.

HAMILTON-JOPPA ROAD LINE PURCHASED BY UNITED.

The Public Service Commisssion authorized the United Railways and Electric Company to purchase and operate the railway line between Hamilton and the Joppa road, operated by the Baltimore and Belair Electric Company.

This means residents of the Carney section will have to pay only two fares instead of three from the heart of Baltimore City. The price to be paid will be $75,000. Double tracks to the city limit and through car service are planned, but not for some time.

TRENTON PASTOR TAKES UP NEW DUTIES.

Rev. P. H. Williams, who has been occupying the pulpit at Trenton Lutheran Church, left recently for his new field at East River Dale, near Washington.

DUMBARTON TRACT NEAR PIKESVILLE PURCHASED BY SYNDICATE—WILL BE DEVELOPED INTO HOME SITES

Reported Price Paid Is $150,000—Preparatory Work Expected To Be Completed By Early Summer—Contains 75 Acres And Attains An Elevation Of 525 Feet Above Tidewater.

Plans for a new and exclussive residential community in Baltimore county are under way.

Dumbarton, one of the largest estates in the vicinity of Pikesville, has been acquired by a group of local business men through the real estate firm of Lee E. Hartman & Co., for a consideration said to have been approximately $150,000. A corporation for development of the property will be formed in a few days. Purchase was from the Dumbarton Corporation.

Situated on Park Heights avenue, opposite the Suburban Club, the tract is bounded on the north by Old Court road and on the east by Seven Mile lane. It contains 75 acres of land, commanding a view of the surrounding country and attaining an elevation of 525 feet above tidewater at the highest point.

Acquired to meet a growing demand from wealthy residents of the Lake Drive secetion for suburban homes in the vicinity of the Suburban Club, the property will be developed nto a community of the first class along the lines of Roland Park and Guilford, it was said.

Landscape architects now are at work on plans and installation of improved roads and sidewalks, gas, electricity, sewers and water from the new Pikesville reservoir will begn immediately. Completion of the work by early summer is expected. Restriction as to cost and design of residences will be established to insure the harmonious development of the tract, it was reported.

Recently plans for the erection of a large apartment house on the estate by interests identified with the former owners of the property were announced. Decision to develop the property nto sites for suburban homes caused abandonment of the project, it was said.

Development of the section in the vicinity of the club has been rapid in the last few years. A number of handsome residences surrounded by spacious grounds have been built on Park Heights and Slade avenues.

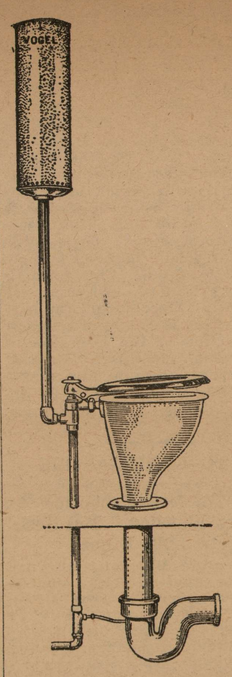
The new development will be under the managemnt of the Lee E. Hartman & Co.

COW TESTERS' REPORTS FOR JANUARY SHOW EXCELLENT RECORDS.

The January report of Russell K. Mills, official tester, shows that the herds of John M. Dennis and W. R. Whittingham at Essex Farms, Lutherville, are making excellent records.

These herds prove that show type and production can be, and is combined with Holsteins. The high ten cows of the 40 milkers had an average of 59 pounds of fat for the month. The list includes several of the best show cows in the country.

The S-B Stock Farm at Sparks, with a herd of 70 cows, put out six grade cows with over 50 pounds of fat during January, taking five of the high ten placings for the Association in December.



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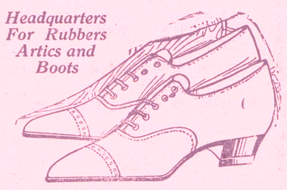

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RED FRONT Baking Powder,	No. 1 Can 17c
SUNNYFIELD PANCAKE or BUCKWHEAT FLOUR,	Pkg. 10c
A&P MACARONIT SPAGHETTI	3 Pkgs. 25c
A&P Oats,	Pkg. 9c
Encore Spaghetti,	Can 10c
G. M. Wheat Farina,	Pkg. 18c
Swansdown Cake Flour,	Pkg. 32c
Iona Corn,	Can 10c
Sultana Corn,	Can 15c
Packer's Label Peas,	Can 15c
Iona Peas,	Can 17c
Golden Crown Syrup,	No. 2½ Can 10c
A&P Catsup,	8-oz. Bot. 15c
A&P Liquid Blue,	Bot. 10c
Bon Ami,	Cake 9c
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