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FRIDAY, MAY 22, 1936

Each passing week brings a little more order out of the political chaos, as the two great parties prepare for their quadrennial battle.

Practically all preliminary interest is, naturally, centered on the Republican convention to be held next month in Cleveland. The Democratic convention is also to be held next month, in Philadelphia, but it takes no secret to guess what will happen there. The delegates will nominate Franklin Delano Roosevelt for the presidency, and it is almost inconceivable that more than one ballot will be required.

The Republican picture has changed a good deal of late. A few months ago some of the experts were freely forecasting that Governor Landon, of Kansas, would get the nomination, probably on the first ballot. Now the commentators aren't so sure that Mr. Landon will get it at all. Events within the party organization, along with results of various state primaries, have definitely harmed his chances.

Indication of what is to come is found in the selection of the key-note and chairman of the coming Republican convention. Chairman will be old-guard Congressman Snell of New York, a representative of the most conservative wing of the party. Key-note will be Senator Steiwer of Oregon, a middle-of-the-road man, usually called a "mild progressive." It is believed that Republican leaders selected him to show that the party is not 100 per cent conservative, and welcomes moderate liberalism in legislation.

Upshot of all this is the fast gaining belief that the stage is set for nomination of a reasonably dark horse, with the outstanding candidates killing each other off by their opposed strength.

LOTTERIES AGAIN RAISING
HIDEOUS HEADS

How will the moral forces of the country meet the issue raised by those who would destroy our state and federal laws, established to protect the people against the so-called debauching effects of the lottery?

This question is foremost in the minds of thousands of our most earnest citizens. Many of them know that the laws against lotteries of more than thirty countries have been swept away during the past ten years by organized gambling groups. They have learned how first one nation succumbed, then another and another, to the seductive sophistry of the gambling promoters who hold—against historical fact to the contrary—that the lottery supports charity and can be used to save the taxpayer's pocketbook in the development of civic projects.

England, Japan, and the United States are the only leading countries which today forbid lotteries, but in both England and the United States, despite legal restrictions, the sale of lottery tickets is on the increase.

What is going to be done about such traffic in this country, and how is the movement to legalize lotteries in the United States to be defeated? Those who are tempted to succumb to the glamorous argument to reestablish lotteries in this country should read the history of the Louisiana State lottery and consider thoughtfully the ruin and degradation which it brought, not only to the citizens and the State of Louisiana, but to its many victims throughout the United States.

It is plain to everyone that further legislation against the lottery or similar gambling devices is not needed. Our present lottery laws are rigid and ample, observers declare, but they hold that they cannot be enforced where the desire for gambling prevails.

Students of social welfare problems, it is believed, offer the only sound and constructive solution for the gambling habit. This solution embraces a program of education concerning the technique of the various kinds of lotteries; the infinitesimal chance the players have of winning; and the historical fallacy and imbecility of such gambling.

COUNTIES CURTAIL RELIEF
PROGRAMS

Maryland counties have curtailed their general relief programs sharply in recent weeks, Samuel E. Shannahan, chairman of the Board of State Aid and Charities, reports.

Mr. Shannahan, following a meeting of his board with the Board of Public Works, said the counties had received no State funds for general relief since late in January.

New taxes enacted by the 1936 Legislature have not yet begun to yield and no additional funds will be available until some time in June.

Welfare workers in many counties have not been paid for some weeks, Mr. Shannahan said. In some counties, he added, however, county funds have been advanced for general relief purposes.

The January payment to counties was composed of the entire legal allotments for February and March. The counties were allowed to spend them at once or to spread them over the entire period.

General relief funds to be raised by the 1936 taxes are allocated specifically by law, sixty per cent going to Baltimore city and forty per cent to the counties.

The county allotments, on a basis of population, are:

Allegany, 9.57; Anne Arundel, 3.67; Baltimore county, 15.07; Calvert, 1.14; Caroline, 2.10; Carroll, 1.34; Cecil, 3.13; Charles, 7.96; Dorchester, 3.25; Frederick, 6.59; Garrett, 2.41; Harford, 3.82; Howard, 1.96; Kent, 1.72; Montgomery, 5.59; Prince George's, 7.27; Queen Anne's, 1.76; St. Mary's, 1.84; Somerset, 2.83; Talbot, 2.25; Washington, 7.97; Wicomico, 3.78, and Worcester, 2.62.

The entire social security budget for the twelve months from April, 1935, to April, 1936, is approximately \$7,000,000. The State furnishes approximately \$4,400,000, the Federal Government approximately \$2,500,000 and local units the remainder.

AMERICA'S RUINED ROADS

This season, an unusual amount of attention is being directed to the road damage caused by heavy trucks. Reports from all over the country chronicle the tremendous repair bills the public must meet to recondition its highways.

Here, for example, is an excerpt from an editorial in the Binghamton, New York, Press: "What the overland trucks did to the second-class highways of this and other counties over which they were routed in detouring high water... is disclosed in a highly significant survey by Broome County highway officials. The county and towns will pay a repair bill of approximately \$35,000 because trucks weighing as much as 22 tons were routed over macadam and combination roads still heaving with the spring thaw. Three bridges must be replaced in one town; scores of culverts were broken by the heavy loads; the state's new farm-to-market road between East Maine and Endwell is practically ruined... The taxpayers of this state will foot the bill."

Comparable damage in the state of Maryland could be cited, resulting from abnormal use of public roads by commercial carriers. Trucks and buses have a logical place in the nation's transportation system but they should pay for extraordinary destruction they cause to the roads.

Modern trucks are almost as large as railroad freight cars and normal public highways are not built to carry such weight. It is unfair to force the general taxpayer and automobile owner to provide and maintain roads for such commercial traffic. Over-burdened taxpayers will demand a more equitable adjustment of this situation.

It is suggested that the activities of the program be carried forward by churches, the press, school boards, parent-teacher groups, Kiwanis and Rotary Clubs, by fraternities, and by legislative bodies.—News Bureau.

JEST A-WHITTLIN' AN' A-THINKIN'

By PETE GETTIS

(A State Farmer Section Feature)

Recollect "Poke Stock" shot guns when you was a boy way back yonder, muzzle loaders, and how they'd kick the very sufflin' out of your shoulder? But us boys thought they was awful fine. Now they're about to perfect a "kickless" gun—they've already got "smokeless" powder, and nearly "noiseless" report—and if they get 'em "kickless" how'll a feller know when he's shootin'?

Anyhow, now comes along another feller—a "dirtless" farmer—and that about tops the list! And "dirtless" is about like some of 'em are—when it comes to dirt that'll grow anything. But this feller has done it and showed pictures of a way by which he claims 2,000 bushels of potatoes, or \$50,000 worth of tomatoes, could be grown on one acre of "ground" without usin' a hoe or plow. And soil is jest as useless as the plow and the hoe in this process. He uses only water that has the things in it needed for plant life. Besides, a feller could grow as much in a greenhouse as he could on a 1000 acre farm, and have summer 'time crops comin' along in the winter.

But there wasn't nothin' said about where them "elements" in the water, "necessary to plant life," was comin' from. That's the trick—and most of us I reckon, had best stick along with our dirt farms—for a while now, anyway.

HOBBY RIDING

WITH

MAX CHAMBERS

LAUREL HOBBY FAIR

Laurel, Delaware, will hold its First Annual Hobby Fair at the Community House May 22 and 23. School pupils and adults will exhibit their hobbies. If you want to see the human side of people, see this Hobby Fair sponsored by the Rotary Club.

HOME WORKSHOP

Out of the Home Workshops have come the second of the five great American traits—inventive genius and building. The first, self reliance, helped the pioneer settle down and hold his own. Once the problem subsistence and protection was answered he started tinkering—some unconquerable urge for emergence surged within him. He had to have an outlet, find expression and improve his tools and methods. A home workshop was and still is a bench in a woodshed, a table in the cellar or a box in the kitchen or to a boy a space in the backyard around the door steps.

It is easy to recall some of the products of the Home Workshop. Franklin's lightning rod, Fulton's steamboat, McCormick's reaper, Morse's telegraph, Edison's lamp, phonograph and movie machine, Marconi's wireless, Selden's auto, Henry's Ford, Mrs. Oozout's mayonnaise, and the Kiddie Kar. All of these leaders at first rode the hobby of their choice for fun without any hope of reward but everyone of them and thousands of others—the patent office has issued nearly two million patents—have had a part in revolutionizing America.

Craft Clubs are springing up all over the country. Their exhibits show wonderful amateur talent. Among the better known are the Homecraft Club, Atlanta, Ga.; Homeworkshop Club of Collingswood, N. J.; Crown City Homecraft Guild, Pasadena, Calif., and Fisher Body Guild, Detroit.

On the peninsula there must be several hundred home workshops where boys and girls, men and women are tinkering away, experimenting, building, learning what they can do, like to do, and are best fitted for and out of one of these workshops will come one of these days a discovery that will completely change some phase of American life. Man is happiest when he is building, experimenting and emerging.

It is impossible to mention in this space all of the known Home Workshop Hobby Riders on the peninsula. Here are a few as they come to mind, contact them and exchange ideas. Edward Hanks, Oxford; Harrison Bramble, Cambridge; Vincent Justice, Crisfield; William Ferguson, Bridgeville; V. E. Unger, Brooks; Nagle, Roger Payne and Sammy Davis of Federalsburg, and Clarence E. Collision of Easton.

Besides peace of mind these people find in their workshops new adventures leading to the development of manipulative skill, they keep fit through tool excited action. The things you make are the things you cherish. What you make is only a by-product of what you learn. What are you building? What are you learning?

Books—Plywood—W. B. Little;

"You pick the route
we'll furnish the car

HUDSON

against any other Eight in your own driving test!"

This isn't a "chip-on-the-shoulder" challenge, but a friendly invitation. Make this test with a Hudson... over any route you pick. Make it with any other Eight, regardless of price. And let the best car win!

LOOKI!—Let the style of this 1936 Hudson speak for itself.

STRETCH!—You'll have to go \$240 above Hudson's price to equal a Hudson in size (wheelbases up to 127 in.) and all-around roominess.

STEER!—Something brand new here... Tru-Line Steering and Radial Safety Control—patent applied for. Both exclusive on Hudson.

RIDE!—We'll back Hudson's Rhythmic Ride against the ride in any other Eight.

GO!—You can't match Hudson's power for nearly double Hudson's price... or Hudson smoothness at any price.

STOP!—No other Eight gives you finest hydraulics with a separate safety

braking system operating from the same brake pedal if ever needed. Plus a third braking system from the easy handling parking brake.

CHECK ECONOMY!—Hudson beat all other Eights in the Los Angeles-Yosemite Economy Run, averaging 22.54 miles per gallon, no coasting.

CHECK SAFETY!—No other Eight within \$140 of Hudson's price gives you a body all of steel, with solid, seamless steel roof.

CHECK LONG LIFE!—We'll show you total mileages that will open your eyes... owner records of 150,000, 200,000 miles and up. Ask other Eights to match them!

Come in today for a "Discovery Drive." Judge Hudson by your own test, on any route, against any other Eight.

ARTHUR A. ARMOUR,
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HUDSON PRICES BEGIN AT

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f. o. b. Detroit, standard group of accessories extra.

93 to 124 H. P.—wheelbases up to 127 inches

SAVE—with the new HUDSON-C. I. T. 6% Budget Plan... very low monthly payments.

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CLAYTON McDOWELL - Rising Sun, Md.
J. EDWARD DAVIS - North East, Md.
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BUILT BY HUDSON—TERRAPLANE, \$595 AND UP; HUDSON SIX, \$710 AND UP; HUDSON SUPER STRAIGHT EIGHT, \$760 AND UP, F. O. B. DETROIT

HUDSON IS PREPARED FOR
VISITORS

When anyone visits Detroit, he usually wants to know how automobiles are made. He has heard all sorts of stories about the marvelous processes of speed and precision, and naturally he wants to see for himself.

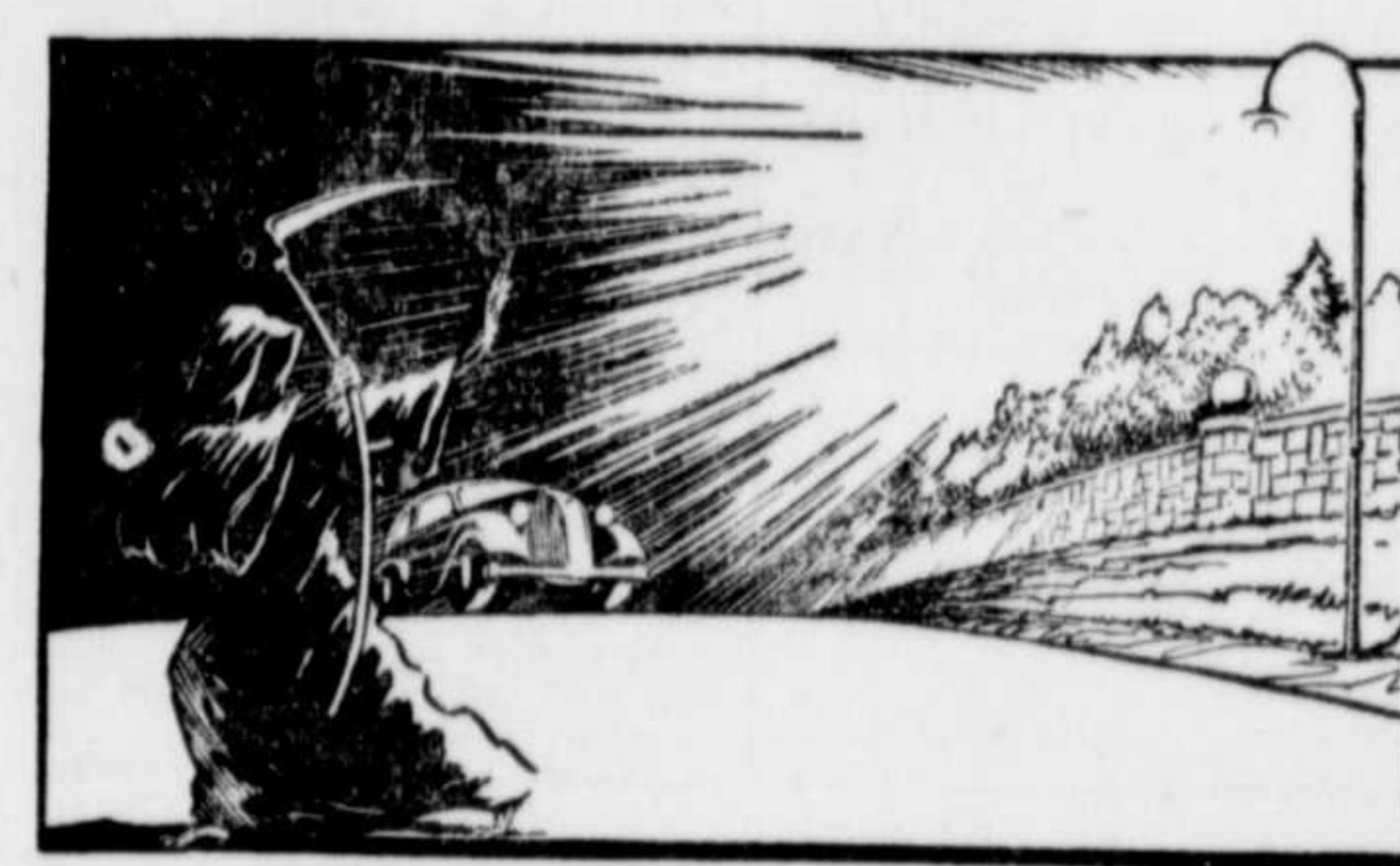
Recognizing the interest of the visitors, the Hudson Motor Car Company maintains a special course for its guides so that they may be continually up to date on the latest improvements that are constantly being made and thus be able to give the visitors an accurate and interesting picture of what they see on a tour of inspection.

With an average of more than twelve million persons visiting Detroit annually, with some 500 conventions being conducted in the city during 1936, drawing an attendance of half a million, a large number of these visitors find their way eventually to the motor car plants and a large proportion of them go to the Hudson plant.

Speaking of Hudson's painstaking care to make a trip through its factory not only interesting, but instructive, W. R. Tracy, vice president in charge of sales, said: "The average American has in his mind a general idea of how cars are made. He visions them coming down the line, getting a tank of gas, and then being driven away to the four corners of the world. But he has very little comprehension of the processes that are employed or of what is actually done. With the idea of letting every visitor to the Hudson plant know exactly what is going on, we have arranged a special course for factory guides so that they may have up to the minute knowledge of every process of manufacture, of materials and of just what every operation means."

Carpenters' Tool Chest—Hibben; Andel's Guides; Dept. of Commerce—Washington; Handicraft for Handy Boys—Hall; Art Metal Work—Payne; Creative Knowledge—Brogg; Home Handicraft for Boys—Hall.

Next Week: FISHING!



Why Death in the Spring?

Comes spring and the first breath of summer. The open country calls—and there are upon every highway motorists by the thousands... The question arises: Should spring, of all seasons, become a special time of Death?

Careful driving, strict compliance with traffic regulations, certainly that every part of the car is functioning properly—these will do much to reduce the possibility of accident.

But there is another ingredient in this Formula of Safety... Light! Public authorities, while enforcing regulations for the good of all, should be alive to the duty to keep highways properly lighted at night. For statistics show it is then that most accidents occur, and that with proper illumination the number automatically decreases.

Make Spring Driving Safer with Ready Kilowatt!

CONOWINGO POWER COMPANY

CHRISTIAN SCIENCE SERVICES

"Soul and Body" will be the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, May 24.

The Golden Text will be from 1 Peter 2:11—"Dearly beloved, I beseech you as strangers and pilgrims, abstain from fleshly lusts, which war against the soul."

Among the citations comprising the Lesson-Sermon will be the following from the Bible—Phil. 4:4,7—"Rejoice in the Lord alway; and again I say, rejoice. And the peace of God, which passeth all understanding, shall keep your hearts and minds through Christ Jesus."

The Lesson-Sermon also will include the following passage from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy, page 242—"Denial of the claims of matter is a great step towards the joys of Spirit, towards human freedom and the final triumph over the body."

A GREAT SERIAL

"The Closed Circle," an exciting novel of a man who risked everything for the love of a woman, whose name he did not know, starts May 24th in the American Weekly, the big magazine which comes regularly with the BALTIMORE SUNDAY AMERICAN. Your news-dealer will supply you.