STOP

THINK ABOUT SAFETY *BEFORE*-NOT *AFTER* YOU BUY A LOW PRICED CAR

WE BLEW A FRONT TIRE AND TUBE AT 60!

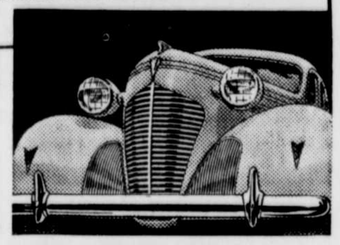
But, in a public test, the new Hudson 112 stayed straight on its course—*safely* (without using special tires, tubes or equipment)!

Why? Thanks to AUTO-POISE CONTROL—a revolutionary mechanical safety invention that keeps wheels on their true course automatically—on rough roads, in heavy side winds, *even when a tire blows.* NO OTHER CAR HAS ANYTHING LIKE IT. Auto-Poise is standard, *at no extra cost,* on the new Hudson 112—one of America's lowest priced cars.

WE DISCONNECTED HYDRAULICS AT 40!

In the same public test, hydraulic brakes were suddenly disconnected, but the driver just pushed the same foot pedal and the new Hudson 112 STOPPED—*safely!*

Why? Thanks to Hudson's *exclusive* DOUBLE-SAFE BRAKES—*two* braking systems (finest Bendix Hydraulics *and* a mechanical reserve system) working automatically from the *same* foot pedal. Many letters in our files tell of lives saved by Double-Safe Brakes—in *all* 1939 Hudsons.



EVERY HUDSON PRICE BUYS A COMPLETE CAR

$745 and up for 86 H. P. Hudson 112 De Luxe. $823 and up for Hudson Six—96 H. P., 118-in. W. B.; $919 and up for Country Club models—101 and 122 H. P.; 122 and 129-in. W. B.

Prices delivered in Detroit, equipped to drive; including Federal taxes, not including state and local taxes, if any. For delivered prices in your locality see your Hudson dealer. Attractively low time payment terms, with new Hudson-C. I. T. Plan.

YOU'LL BE SAFER IN A NEW **HUDSON 112** *De Luxe*

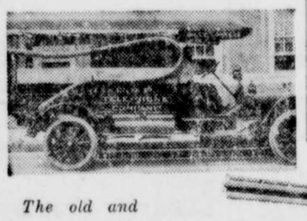
ALSO HUDSON SIX AND HUDSON COUNTRY CLUB SIX AND EIGHT

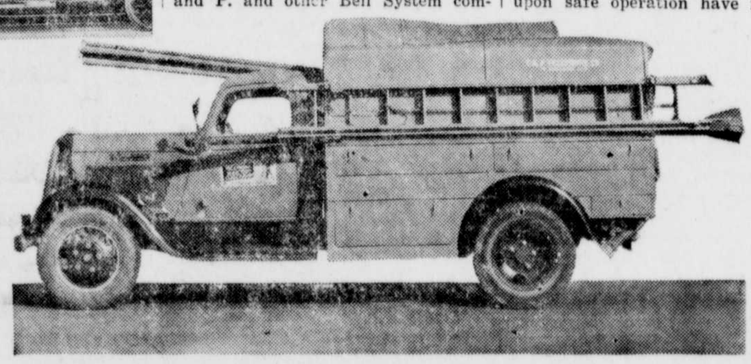
A. A. ARMOUR, Rising Sun, Phone 8-L Maryland

Telephone Fleet Of 770 Vehicles Travels 8,624,000 Miles Annually

Company Cars in D. C., Md., Va. and W. Va. Play Important Part in Maintaining Service

Telephone users have probably never thought of telephone service as traveling on wheels, but in Washington, Maryland, Virginia and West Virginia, territory operated by The Chesapeake and Potomac Telephone Companies, motor vehicles play an important part in mobilizing thousands of telephone workers, including linemen, installers, repairmen and many others engaged in operating and maintaining the service.





The old and the new in telephone company vehicles. At the top is the latest thing in 1915. At the right a modern streamlined construction truck in use today.

A total of 770 telephone trucks and cars in the C. & P. territory travel more than 8,624,000 miles each year. The number of trucks and cars in Washington is 85 with an average of 785,000 miles traveled a year; Maryland operates 282 vehicles with 3,420,000 miles traveled a year; Virginia's 240 trucks and cars travel 2,700,000 miles a year and West Virginia's 163 trucks and cars an average of 1,719,000 miles a year. These vehicles of various types range in size from light roadsters to five-ton trucks used in heavy construction and transportation work.

For more than thirty years the automobile has steadily grown in importance in the telephone business, providing ready and fast transportation and increasing the efficiency of the service. Gradually the motor car took the place of the horse-drawn vehicle, which had served well in the early years of the telephone development.

Through years of experience the C. and P. and other Bell System companies have learned to adapt their vehicles to the many different transportation needs of the service. Many of the early cars had to be remodeled before they were suitable. Telephone engineers studied the problem, and today they design many of the features of the vehicles used in the telephone fleet.

The cars are equipped both to transport workers and supplies and to operate necessary power apparatus, pump water or air, dig holes and trenches, hoist poles, unreel giant cables and perform many other tasks in constructing and maintaining the plant.

While striving for promptness and economy in operation, telephone officials state that first thought is given to the matter of safety as concerns both employees and public. Although the Chesapeake and Potomac fleet travels approximately 8,624,000 miles a year, the per cent of accidents is well below that of the average for motor vehicle users. Periodic and thorough inspection of the cars, careful selection of drivers, and emphasis upon safe operation have for years been big factors in the fleet's safety record.

Even though Washington, Maryland, Virginia and West Virginia have separate motor vehicle units, in emergencies one state cooperates with the other. In case of a severe flood or storm, the telephone crews "on wheels" are among the first to reach the stricken areas and aid in restoring the lines of communication.

All THE NEWS OF ALL THE WORLD *Analyzed, Explained* IN PATHFINDER *Every Week* FROM THE NATION'S CAPITAL

PATHFINDER answers the questions you and your friends are asking with its concise, vivid portrayal of the current scene. Events of national and international significance are fully and impartially covered. Facts, new and old, that add clarity and meaning to the news are honestly injected. The very latest and most interesting news photographs freely illustrate the facts. More than a million readers. Subscribe now to PATHFINDER, the most widely read news magazine.

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HOUSEWIFE'S FOOD ALMANACK

A collection of unusual and tasty recipes tested and recommended by prominent American women. A regular feature in The American Weekly, the big magazine distributed with the Baltimore Sunday American. On sale at all newsstands.

Holiday Partners

—By—

Helen Gaisford Waterman

Deck the hall with boughs of holly,
"Fa la la, la la la la,
"'Tis the season to be jolly,
"Fa, la la——

"SAY, Jen, where's the star for the top?"

Dick Dartmouth smiled down at the girl who stood at the foot of the ladder. "How does it look?" he asked.

"Fine, Dick. It's almost like being home," she exclaimed, and then her face sobered.

"Here!" said Dick, and descended. "Don't you dare let me down. It's a darn shame that the whole school piled off for the holidays and left you behind with me, but still, if you hadn't stayed, what would I have done?"

"And if you hadn't stayed, what would I? I couldn't nearly afford the trip home."

"But at least, Jen, you have a home," he said wistfully.

"I know. I'd been thinking of that." She straightened. "Come on, let's get through. What shall we do with the mistletoe?"

"I'll take it." He began twining it around a lamp fixture. "Do you know, Jen," he said musingly, "I'm surprised some of the other girls didn't invite you to visit them."

She was silent for a moment. "They did, Dick. But I preferred to stay here with you."

"Honestly, darling?" He laughed happily. "And I turned down three chances just to stay with you."

And quite naturally he discovered what to do with the mistletoe.

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1936

Each in His Own Way...

—by—

Frances Grinstead

EVERY family has its own way of celebrating Christmas. Do you have the tree on Christmas eve or Christmas morning? It seems all wrong to me to take off its gifts at any other time than the dark early morning of Christmas itself. Yet I have a friend who considers that Santa Claus can only arrive in the candle-lit twilight, so that visions of sugar plums already seen, as well as those to be found in the stockings at dawn, may dance through the heads of the young ones.

Among my Christmas memories are years when our household could not afford trimming a tree, and there was no mantelpiece for hanging stockings. Some people might think that a combination to knock merriment into a cocked hat! They should have seen our excitement at hanging a stocking from the back of each chair, and the delighted squeals when we discovered in the morning that Santa had filled the hosiery with appropriate gifts. If they were cheap and the tinsel and holly conspicuously lacking, only the grown-ups knew it.

There was always a box of dominoes in somebody's stocking, since my father liked to play. We usually spent Christmas morning in a family game, and I have just this moment suspected it wasn't the children who started it! I've another friend whose father insists on making popcorn balls Christmas morning, and her mother must always fry sausage. So, Merry Christmas, each in your own way!

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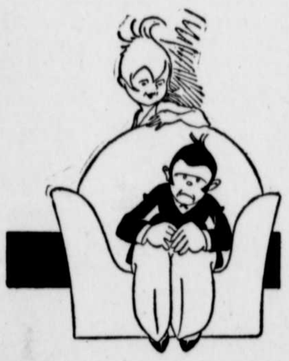
FAIR WARNING



Wifey—Christmas demands have been very heavy, hubby. I'll have to buy you something cheap.

Hubby—In that case, wifey, I prefer socks to cigars.

Christmas and December

Christmas is not nearly as old as the month in which it falls. December was the last month in that old ten-month calendar of ancient Rome. The name comes from the Latin word, "decem," meaning "ten." In the beginning the month was known as Decembris, but during the many centuries that followed the name changed so that it now comes to us in its present form. The old Saxons, recognizing December as the beginning of winter, called it Winter-Monath (winter month). They also called it Heligh-Monath (holy month) because of the fact that Christmas fell on one of its days.—Pathfinder Magazine.

"USE MORE BUTTER" PROGRAM

An extra ten ounces of butter is on hand for every man, woman and child in the United States. The 3,000,000 dairymen of the nation are combining their efforts in order to get each of us to eat our share of that extra butter during the next two months. If we do so it will be a real help to our dairymen and to the prosperity of every community where dairying is practiced.

A nation-wide campaign is now under way to move this butter. Window and counter advertising display material is being supplied to retail food stores and attractive newpaper advertising material is also availble to them. These sales aids are being supplied through funds appropriated by butter and dairy interests all over the country.

The week of December 8-14 has been set aside for special selling efforts in retail stores, at which times customers will be met with the suggestion that they buy and use extra butter. This will be followed by a similar week of extra merchandising effort, from January 12-18.

Back of this campaign are found dairy marketing cooperatives represented by the National Cooperative Milk Producters' Federation, with headquarters at Washington, large butter manfacturers and dealers, hundreds of local creameries, the National Association of Food Chains, and numerous groups of privately owned and independent food stores.

Government reports show that on November 1, 1938, there were 193,751,000 pounds of butter in storage in this country. The five-year (1933-1937 inclusive) average storage supply on November 1 was 119,148 pounds, a difference of 74,603,000 pounds of butter, which amounts to an excess supply of just about ten ounces per person.

Experts in butter merchandising express the opinion that in order to maintain a sound butter price structure next season, the present large supply must be reduced to an approximately normal level within the next two weeks. The price received by all dairymen is dependent largely upon butter prices. With one-quarter of the national farm income coming from dairy products, the relation of butter prices to farm prosperity, and in turn to national prosperity, is obvious.

NEWEST OF HUDSON SAFETY FIRST WINS FEMININE ACCLAIM

Women drivers of the new 1939 Hudsons are enthusiastically commenting upon the feeling of driving safety brought about by the introduction of Auto-Poise Control, Hudson's new contribution to stability and car control, according to Mr. Arthur A. Armour, Hudson distributor of this section.

"The action of Auto-Poise Control in holding front wheels on their true course automatically despite cross winds and road shock is responsible for this new feeling of security at the wheel, but little do the ladies realize that Auto-Poise Control is more than a feeling of security, it is an actual guardian of their safety in emergencies such as tire punctures or blow-outs.

Citing the absence of car swerve in a recent blow-out test in which the left front tire and tube on a Hudson 112 Sedan were blown out while the car was traveling at 60 miles an hour as conclusive proof of how Auto-Poise Control operates to safeguard all drivers, particularly women, Mr. Armour said: "All cars today built with a certain amount of self-steering based on ground-to-wheel contract, but when traveling at high speed over anything but the smoothest roads, the front tires of a car repeatedly leave the ground, momentarily nullifying this self-steering effect.

At such times the driver has to supply all the steering by turning the wheel himself. When complicated by gusts of wind from the side or by a puncture or blow-out, this manual control of direction is sometimes not fast enough to prevent a swerve which might be dangerous.

An exclusive Hudson development never before utilized in the industy, Auto-Poise Control consists of a spring steel leverage device with the ends angled back to form shock-cusioned mechanical 'arms', connected directly to the wheel spindle forging. These mechanical 'arms' tend to resist forces which turn the wheels from their ture course whether it is wind, road shock, puncture or blow-out.

GET BACK TO RELIGION

Science tells the world to get back to religion. Read this revealing article in the December 25th issue of The American Weekly, the big magazine distributed with the Baltimore Sunday American. On sale at all newsstands.

In this free land you can't be condemned without hearing the charge against you and having a fair trial—unless you are an officer in the Navy.

The future looks brighter. With the old getting pensions and the young working for the Government, there should be plently of jobs for the rest of us.

Only a very sober man can walk a tight rope.

No one who starts out to hunt trouble has use for a gun.

THE OYSTER—THE TRUE SYMBOL OF GOOD EATING

The Oyster Institute of N. America, Dr. Lewis Radcliffe, Director Washington, D. C.

Oyster and Anemia

When we speak of anemia we generally refer to a deficiency of the red corpuscles (hemoglobin) of the blood. While there are many different types of anemia, the larger number of cases probably fall into the class resulting from deficiency of iorn in the diet—simple nutritional anemia—or pernicious anemia resulting from the failure of the gastric juice to elaborate from animal protein some substance which promotes normal red blood cell building. Nutritional anemia is quite prevalent in children, especially between the ages of 3 months and 2½ years. After weaning if the diet continues low in iron, the animia continues to become more acute and the resistance of the child to infections and disease is lowered. While the adult diet is less liable to deficiencies in blood building materials, insufficient intakes of iron are apparently common. According to Dr. Sherman of Columbia University, a margin of safety would require the ingestion of 15 milligrams of iron per day. And yet careful studies of recommended adults menus reveal that a surprisingly high percentage of them fall below Sherman's daily dietary standard. Studies of typical diets of the rural south reveal a deficiency in iron and suggest the prevalence of nutritional anemia. A brilliant series of experiments made some years ago disclosed that along with iron, a very small amount of some compound of copper was necessary if the soluble compounds of iron are to be absorbed and used by the body. "A chemical analysis of a food to determine what it contains and how much" according to E. J. Coulson, "is of little value in establishing the importance of the food as an article of diet unless it can be shown that these constituents are essential to life, and are in a form easily available to the digestive system."

In reporting on the results of studies of oysters at the laboratory of the South Carolina Food Research Commission, Coulson and coworkers reached the following conclusions—"The results show that the oyster is equalled or excelled only by liver in the amounts of iron and copper which it may furnish in the diet in an average serving." Basing their conclusions on feeding experiments with laboratory animals, they report—

"Oysters should, therefore, be efficacious in the treatment or prevention of those types of secondary anemia which respond to treatment with iron or iron plus copper. There is increasing support for the view that dietary deficiencies can best be corrected by proper selection of foods rather than by the use of artificial concentrates or medicinal mixtures. In order to insure an adequate supply of the inorganic constituents for hemoglobin production it would seem a wise plan to include oysters in the diet of the pernicious anemia patient in conjunction with liver extract, since it is known that liver extract is relatively low in iron."

CHRISTIAN SCIENCE SERVICES

"Is the universe, including man, Evolved by Atomic Force?" will be the subject of the lesson-Sermon in all Churches of Christ, Scientist, on Sunday, December 18.

The Golden Text will be from Isa. 48:12, 13: "Hearken unto me, O Jacob and Israel, my called; I am he, I am the first, I also am the last. Mine hand hath laid the foundations of the earth, and my right hand hath spanned the heavens."

Among the citations comprising the Lesson-Sermon will be the following from the Bible, Rev. 4:11: "Thou art worthy, O Lord, to receive glory and honour and power; for thou hast created all things, and for thy pleasure they were and are created."

The Lesson-Sermon also will include passages from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy, among which is the following, page 497: "The true theory of the universe, including man, is not in material history but in spiritual development."

CHRISTMAS SAVINGS CHECKS

Banks in Cecil county last week mailed Christmas Savings checks to those who had deposited funds for this purpose during the year. The amounts distributed by the various banks in the county follow:

Elkton Peoples Bank, $13,000; Perryville Bank, $10,925; Elkton Banking and Trust Company $30,000; Rising Sun National Bank, $3,976; and North East Bank, $6,015.

SADDEST LOVE LETTER EVER WRITTEN

How the lives of two persons were effected by a letter which was mislaid and unopened until 40 years later. One of the many illustrated articles in the December 25th issue of The American Weekly, the big magazine distributed with the Baltimore Sunday American. On sale at all newsstands.

A coward is a man who knows he's wrong and refuses to admit it.