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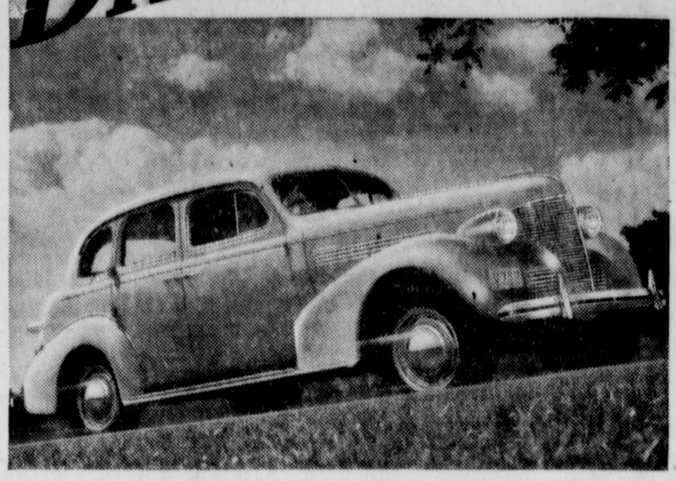

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The only low-priced car combining "ALL THAT'S BEST AT LOWEST COST!"

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A GENERAL MOTORS VALUE

A. J. Dinsmore & Bro. Phone 108 **Rising Sun, Md.**

430,000 TELEPHONES ADDED TO SYSTEM IN 1938, BRINGING BELL TOTAL IN U.S. TO 15,761,000

Annual Report of A. T. and T. Co. Shows Many Service Improvements; Increased Taxes and Wages Responsible for Reduced Earnings

During 1938, the Bell System had a net gain of about 430,000 telephones. More than 60 per cent of the gain was made in the last four months of the year. At the end of the year there were 15,761,000 telephones in service, according to the annual report of The American Telephone and Telegraph Company, just released to stockholders by Walter S. Gifford, president.

The average daily number of telephone conversations during the year was 69,900,000, an increase of about 1,100,000 over 1937. While there were about 1.7 per cent more local conversations, there were 1.4 per cent fewer toll and long distance conversations than in the previous year. At the end of the year, however, the daily number of toll and long distance conversations was somewhat higher than at the end of 1937.

Including the telephones of about 6,500 connecting telephone companies and more than 25,000 connecting rural lines, there were at the end of the year approximately 19,900,000 telephones in the United States, practically any one of which can be connected promptly with 93 per cent of the telephones in the world.

In 1938 the Bell System's gross operating revenue was $1,052,658,000. Due principally to increased wages and continued increase in taxes, net operating income was less by $16,483,000, or 8 per cent. The total taxes, including taxes charged to construction, amounted to $147,400,000, an increase of $9,700,000 over 1937. Taxes in 1938 were $53,000,000 greater than in 1935, a 56 per cent increase in three years. Taxes in 1938 were equal to $7.54 per share of common stock outstanding as against $4.83 per share in 1935, an increase of $2.71 per share. Stated another way, the 1938 tax bill amounted to about 80 cents per month per telephone, or 14 per cent of the average telephone bill, or about one third of the total payroll.

Total assets of the Bell System at the end of 1938 amounted to $5,119,100,000. Of these assets, $4,489,100,000 was telephone plant and equipment against which there were depreciation and amortization reserves of $1,253,100,000, or 27.9 per cent. The investment in telephone plant at the end of 1938 was equal to $285 per telephone.

The ideal and aim of The American Telephone and Telegraph Company and its Associated Companies is a telephone service for the nation, free, so far as humanly possible, from imperfections, errors or delays, and enabling anyone anywhere to pick up a telephone and talk to anyone else anywhere else, clearly, quickly and at a reasonable cost, according to a statement made by Mr. Gifford.

Until 1927, the longest telephone call possible was about 3,000 miles; today one can talk around the world. Improvements in the quality of transmission have been especially marked. Making a call today from New York to San Francisco, as compared with twenty years ago, shortly after transcontinental service was inaugurated, is roughly equivalent to the difference between conversing in an open field at a distance of several hundred feet and conversing within the same room.

Ten years ago it took, on the average, 3.2 days from the time an order for a new telephone was received to have it installed. Today the average time is 1.4 days. Ten years ago the average time required to make a toll or long distance connection was 3.0 minutes, having been reduced during the preceding five years from 7.5 minutes. Today the average time is 1.4 minutes and 93 per cent of long distance calls are handled without the person who is calling hanging up the telephone.

J. T. Cameron Phone 3 **Rising Sun, Md.**

Some men make a specialty of posing as horrible examples.

And he wonders if carpenters are quite board with their work?

ALMANAC

"A friend's frown is better than a fool's smile."

APRIL

23—The first vessel crossed the Atlantic under steam control, 1838.

24—A woman voted in Belgium for the first time, 1921.

25—John Wilkes Booth was captured, 1865.

26—The last surrender of Confederate soldiers was made, 1865.

27—Germans used poison gas for the first time, 1915.

28—Sailors on H. M. S. Bounty mutinied, 1789.

29—Patent for sewing machine for shoes issued to McKay, 1862.

Japan's new naval expansion program is, this minute, costing the Rising Sun another $200 for shipbuilding.

Louie the dope wonders why the Volga boat men were so slow. They were always supposed to be Russian around.

When actors quarrel they can resort to the make-up box.

Lights of New York
by L. L. STEVENSON

Warrior: As Col. P. E. Barbour was coming along Broad street the other afternoon, a terrific commotion broke out when he reached Stone street. A chow led by a woman had spotted a little, lean alley cat and started something. It was a tactical blunder on the part of the chow as the feline immediately swarmed all over it, doing damage wherever it struck. A gallant gentleman leaped out of the crowd and, taking care to avoid claws, tossed the militant cat out into the street. The woman picked up her injured pet and endeavored to comfort it. The cat, however, had other ideas. It made its way back to the curb, poised and in a neat eight-foot leap again attached itself to the chow. Once more it was pulled off and this time kicked out into the middle of the street. The colonel, who admires spirit, reported more or less sorrowfully that before the cat could wriggle through traffic and get back, the lady and the chow had gone away from there.

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Protection: It seems that after all these years, drivers of fire trucks are being given shelter from the weather. In the past, day or night, hot or cold, rain or shine, they sat on the front seat with nothing around or over them. Any driver knows what that means on a cold winter night, especially when aroused from sound slumber. But the new apparatus recently placed in service by the city has cabs for drivers. And I'm one of those who are heartily in favor of the change. Tough enough piloting fire apparatus over New York's streets without being exposed to the elements.

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Intelligence: At the risk of making this a fire and dog department, I'm inclined to mention Spots of Engine company No. 65. Spots is a Dalmatian and therefore is a true fire hound. Whenever an alarm comes in, and Engine company 65 being on Forty-third street between Fifth and Sixth avenue, rolls often, Spots goes right along. He rides on the drivers seat but scorns sitting down. So as the engine tears through traffic, he looks very much like one of those iron dog statues that adorned middle western front lawns when I was a kid. But remarkable stability is not Spots' sole accomplishment. He responds to alarms just as do his human companions and, just as they do, knows the signal that sends his company into action.

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Different: Miss Olive Jean Cregan, who topped the civil service list for appointment as a policewoman, has chestnut hair, hazel eyes and a milk-white skin. In fact, she's so pretty that it might be a pleasure to be arrested by her. She's five feet, two inches tall, weighs 121 pounds, rides horseback, toe dances and is a jiujitsu expert. She loves music. A senior in Brooklyn college, she is a shark in Latin and earns money by tutoring. After she receives her appointment, uniform and equipment she'll study law in her spare time. Thus in Miss Cregan, a new cop era.

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Domestic: A night-club patron, finding that he had taken one drink too many, called up that organization which rents chauffeurs at a dollar an hour and asked to be driven to his home over in Jersey. As the car drew up to the residence, an irate wife rushed up to the chauffeur.

"So you're the one who keeps him out late nights!" she screamed. And with that she administered several sound slaps. The chauffeur merely went on his way without a word. And so pleased with his courage was the husband that he now has the same man drive him whenever he comes to town. There is one place, however, to which he will not allow him to take him—to that home over in Jersey.

• • •

End Piece: My pet peeve is the doormen who slam taxi doors when not tipped or tipped less than they think they should receive for a useless service. A man and a woman got in a taxi in front of a well-known hotel and the untipped doorman slammed the door with great force. In fact such force that the glass was shattered. And the taxi driver leaped out and gave him two beautiful black eyes.

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Planting Fish by Plane Successful in Montana

HELENA, MONT.—Planting fish by airplane might sound as feasible as shooting rockets to Mars, but this method has proved successful in Montana.

Three galvanized metal cylinders, three feet long, pointed at one end and open at the other, were filled with 2,000 rainbow and native trout ranging from two to three inches long.

Flying from 100 to 400 feet heights over isolated lakes, the containers were tossed from the plane. They burst when they struck the water. Only 50 fish, it is estimated, were killed.

John Schofield, superintendent of Montana Fish Hatcheries, was delighted with the experiments.

"I'm sure that fish can be planted cheaper and faster by plane than by pack train in isolated lakes," Schofield said.

SCREWDIVERS—BAD MANNERED MOTORISTS

"Screwdrivers"—bad mannered motorists—cause 7,000 deaths a year, waste $250,000,000 in gasoline and automobile efficiency, and bring about 25 per cent of all stop-and-go driving.

This was the conclusion drawn from a talk by Dr. Miller McClintock, America's number one traffic authority, at the annual banquet of the Greater New York Safety Council, when he was referring to those discourteous motorists who double park, turn from wrong lanes, and beat traffic lights.

More than 1,200 traffic and safety authorities from all parts of the country were present at the banquet which climaxed a three day session held at the Hotel Pennsylvania.

Dr. McClintock, who is director of Traffic Research Bureau at Yale and head of Traffic Audit Bureau, compared bad driving manners to bad etiquette. "Most men wouldn't plunge through a door that had been opened for a lady by a more courteous gentleman," he pointed out, "but it is surprising how many ill-mannered individuals will drive up sanely to a traffic signal and when the light changes green, stamp the accelerator to the floor to try to leap across before the approaching streams of traffic hit them.

"If you are walking down a city street with a friend who was on his way to keep an appointment," said Dr. McClintock, "you wouldn't think of sauntering up to every window and admiring the contents while he fumed impatiently. And yet you are doing just as thoughtless a thing every time you window-ship from your car, crawling along the street like a well-fed turtle the cars line up behind you.

"Certainly one of the most discourteous drivers is the one who turns from the wrong lane. His particular lack of consideration for others takes the form of suddenly swerving from a right-hand lane to make a left-hand turn; or he veers left, as if to get in the left-turn lane and then swings abruptly to the right. In either case he is discourteous to the driver he has cut in front of, as if he had slapped his face.

"He is the kind if dinner guest who would start for the other side of the table and then climb over. If he were an usher at a wedding, he would stalk down the right side of the aisle and then veer without warning to the left, treading on the preacher's toes and making the bride and groom stumble over each other.

"Double parking is pure thoughtlessness. The driver knows he'll just be a minute, but in that minute he can tie up a block of traffic, cause the shifting of hundreds of gears, waste gallons of gasoline. If he carried his driving manners to the office with him he would hang his coat on the back of the receptionist's chair and prop his feet on his boss's desk."

CHILD HEALTH DAY

The appointment of Dr. J. H. M. Knox, Jr., Chief of the Bureau of Child Hygiene of the State Department of Health, as State Chairman for Maryland for this year's observance of Child Health Day—the first day of May—is announced by Dr. R. H. Riley, Director of the Department.

The observance is nation-wide and has an important place in the calendar of State, City and County Departments of Health. Its beginnings date back to a suggestion made in 1916 by Miss Julia C. Lathrop, the first Chief of the U. S. Children's Bureau, that May Day—always associated with growth and spring festivals—be utilized to direct attention to the health needs of the children of the nation, and to ways by which the inherent right of every child to health and happiness, to intelligent care and to opportunities for normal growth, mental and spiritual may be realized to the fullest extent.

The American Child Health Association began the organization of Child Health Day activities through State and local health agencies, nearly ten years later, and when that association passed out of existence, the responsibility for carrying on the observance was taken over by the Conference of State and Provincial Health Authorities of North America—the official organization of directors of State and health agencies. Since then, at the request of the conference, the annual nation-wide Child Health Day activities have been arranged and sponsored by the U. S. Children's Bureau, through the State Departments of Health.

In outlining the plans for this year's observance, Dr. Riley said, "Child Health Day is much more than a single day. It typifies every day, and the desire to make every day a health day for the children of this country. It gives an opportunity for directing attention to year-round activities and shows how they may be extended and made more effective. In this year's suggested program, special emphasis is laid on every day needs for every child, particularly on the importance of proper food, rest, exercise, medical care and protection against disease, and on ways by which individual and community responsibility for meeting these needs may be met.

"With Dr. Knox as chairman, the Child Health Day Committee for Maryland includes representatives of State, city and county departments of health and of education, State and county medical socities, organizations concerned with the care of mothers and young children; women's clubs; receational groups; parent-teachers organizations; service clubs, and other groups."

THE SOCIAL SECURITY ACT

Q. My son, who has been in a CCC camp for nearly two years, was advised recently to apply for a social security account number. Why should he have a social security account card when he is paid by the government?

A. Any CCC boy who is ready to leave camp and find a job in the business world will need a social securtiy card. Many companies refuse to employ a person until he has a social security account card. If the boy obtains one before he leaves camp he is all set to apply for a job. Every employer in business or industry is required to know the account number of each employee. This is necessary in order to make the tax and wage information returns to the government as required by the Social Security Act. The employer, in reporting the amount of wages paid, must give each employee's account number as well as his name. It is from employer reports that the Social Security Board keeps track of the amount of wages each worker has received. The account set up for each person is a permanent, growing wage record. When the time comes for old-age insurance, the amount received will depend on past wages. Therefore it is very important for every young person to have his wage record accurate and complete; and unless he has a social security account number this will be impossible.

Q. My father, who was a mechanic, was employed in a mill for many years. But he lost his job last summer and he had not worked at all for six months before he died. Could we collect any of his old-age insurance money now?

A. Survivors are entitled to a payment under the Social Security Act if the worker had been employed in a job covered by the old-age insurance provisions at any time since this program started on January 1, 1937. The amount will be paid in a lump sum equal to 3½ percent of his total wages in the mill from January 1, 1937, up to the time he lost his job. The fact that your father had not worked for some time before his death does not prevent your filing claim for a benefit payment. The widow or nearest relative should write or call in person at the Social Security Board field office and file a claim for benefits.

Q. What do I do about my social security account card when I change jobs? Suppose it is necessary for me to leave home and move to another State in order to find work. Will that have any effect on my social security account? Is it necessary to notify the Social Security Board of the change in my address?

A. Once a worker has obtained his social security account number, he keeps that same number the rest of his working years. It makes no difference about changes in his work or changes in his address. Federal old-age insurance is the same all over the United States. It does not matter in which State he works nor how many times he changes from one job to another. All an employee needs to do is to have—and to keep—one social security account number. When a worker takes a new job, his new employer simply writes down the worker's name, address and account number on the company books. The worker is not required to notify the Social Security Board when he changes jobs. The notification is done through the new boss who hires him.

OFFICERS OF ELKTON ROTARY CLUB

Edward W. Crothers, automobile dealer has been elected president of the Elkton Rotary Club. The retiring president is W. Henry Pippin.

Other officers are: H. E. McBride, vice-president; H. F. Smith, secretary-treasurer; Harry L. Croak, Harry Pippin, John H. Minister, Lynn B. Gillespie, and Dr. James W. Hughes, directors.

CECILTON FIREMEN

Robert P. Fillingam has been elected president of the Cecilton Fire Company with the following staff: Vice-president, R. C. Kennedy; secretary, Harry B. Boulden; treasurer, J. W. Black; chief, H. W. Cheyney; assistant chief, Harry J. Pearce, chief of trucks, Harry Boulden; chief hoseman, George W. Ward, Jr.; chief ladderman, J. Robert DeLauder.

NEW YORK WORLD'S FAIR TRIP

The Farm Bureau is arranging for a tour to the New York World's Fair July 26, 27, 28 and 29. This trip includes three days at the Fair, three admimission tickets, three nights at the hotel, two sightseeing aours and round trip railroad fare from Baltimore, all for $20.00. Every farmer who desires to attend the Fair will want to go with the Farm Bureau group—July 26 to return July 29. Additional information can be secured from county Farm Bureau officers and county agents.