

# THE MIDLAND JOURNAL

PUBLISHED EVERY FRIDAY MORNING BY

EWING BROS.

RISING SUN MARYLAND  
CECIL COUNTY

Entered as Second Class Matter at Post Office in Rising Sun, Maryland  
Under Act of Congress of March 3, 1879

INDEPENDENT IN POLITICS AND ALL OTHER SUBJECTS

TERMS OF SUBSCRIPTION	
ONE YEAR, IN ADVANCE	\$1.50
SIX MONTHS	\$1.00
THREE MONTHS	.50
SINGLE COPY, 2 CENTS	

ADVERTISING RATES FURNISHED ON APPLICATION

Foreign Advertising Representative  
THE AMERICAN PRESS ASSOCIATION

Foreign Advertising Representative  
THE AMERICAN PRESS ASSOCIATION

FRIDAY, SEPT. 22, 1939

## FACTS ON NEUTRALITY ACT

Here, in brief, is a comparison of existing policy under the neutrality act with that which the administration has advocated in proposing revision of the neutrality statute:

### Exports To Warring Nations

Present—Shipments of arms, ammunition, and implements of war (including airplanes) prohibited. Shipments of other goods permitted.

Proposed—Eliminate ban against shipments of arms, ammunition and implements of war. Require that exports of all goods to belligerents be preceded by the transfer of title to the foreign purchasers.

### U. S. Shipping

Present—American ships free to go wherever international law permits.

Proposed—Prohibit American ships from entering combat areas.

### Travel Restrictions

Present—Americans forbidden to travel on ships of belligerents in North Atlantic area adjacent to Europe. Persons returning to this country within 90 days after the outbreak of war excepted. Americans permitted to travel to Europe on United States ships but only if their business is deemed "imperative."

Proposed—Restrict travel by Americans in combat areas.

### Loans and Credits

Present—Law prohibits "any person within the United States" to purchase securities of a belligerent nation, but permits ordinary commercial credits and short-time obligations in aid of legal transactions.

Proposed—Continue present policy.

### Solicitation of Funds

Present—Solicitation of funds for gelligerent governments prohibited, but person who are not agents of such governments may collect money for relief of human suffering in warring countries if they register with the state department and make regular reports of their activities.

Proposed—Continue present policy.

### Export Licenses

Present—National munitions control board oversees importation and exportation of arms, ammunition and implements of war through a licensing system.

Proposed—Continue present policy.

## MAKING LIFE MORE WORTH WHILE

A few weeks ago a committee of the United States Senate was examining groups of witnesses in order to determine what changes might be made that would make the Wagner Act more workable. At that time the American Automobile Manufacturers Association furnished facts and statistics showing that directly and indirectly in the production of raw materials, in sales and services and on highway construction and transportation that employment was supplied to 6,000,000 people, all of which was traceable to the discovery of the automobile. This total represents one in every seven persons gainfully employed in the United States.

This industry started at scratch within the lifetime of most people now living in America, and it was not until twenty-five years ago that Federal aid in highway construction entered into the extension of road building. About the same time the use of the automobile graduated from the "rich class" into popular use and ownership among all classes of people. As millions of automobiles started rolling across our country roads and city streets the dreams of rural communities and farmers that they might become closely connected with other people in active affairs in the outside world began to be realized. It was not long before they "went to town" in their cars to see the movies.

Interconnected industry of highway construction became a reality. The petroleum industry joined the procession and the public soon found out the differences between kerosene and "gas". Hotels, garages, roadside markets, new electrical machinery, and local and Federal highway regulations, and a thousand new ways of life changed our methods of living.

This new giant in our industrial life has added to the wealth of every State, not only because it used products in the making of cars from all of them, but because the automobile business is a local business in every nook and corner of the country.

## CAN THE UNITED STATES BE NEUTRAL?

J. E. Jones

Washington, D. C., Sept. 18.—This second World War finds the United States more definitely sympathetic with France and England than we were with those countries a few months before we joined their war in 1917. Nine persons out of ten apparently hate Hitler. Hatred hurled us into the last World War.

A few weeks ago Congress and the President were in disagreement over the question of what would insure a system of "Neutrality." Everybody wanted a plan of neutrality that would be air-tight in the great object to "keep us out of war." The Administration is using the tools Congress gave it to establish American Neutrality.

It is just as impossible, in Washington, as anywhere else, to predict, or perhaps even to guess, what's going to happen, next. The air is full of "reassurances." Bombing planes are ready—in the United States, as elsewhere. The assurances that we will "keep out of war" are offset by noises that show every evidence that the United States has been "preparing" for the past two years. The stock markets are having the usual booms. Food and other prices are rising.

The same peaceful thousands of miles of the Atlantic Ocean that once helped to protect this hemisphere from "entangling alliances" are still separating the United States from war-distraught Europe. Nevertheless, the symptoms of 1917, are not to be disregarded in 1939.

Nations that go to war must necessarily withdraw their manpower from factories and fields, and buy food and industrial supplies from neutral countries. A population like ours, in which millions are unemployed, and in relief, a nation of farmers who are selling their products at ridiculously low prices naturally thinks of the richness of another "war boom." You may be sure of it. "Neutrality" is sensible. Big war markets have their attractions. The financial itch quickens our interest in the wars, and it is easy to recall that communities that enjoyed boom times in 1917-18 did not conceal a "hope that it will last another year or two."

If you can remember what happened 22 years ago then you can remember a lot more: How America went into the war. How the United States thought it could not, and did not, stay neutral.

That's the way matters stand in the Capital of the United States, this nice day in early September, 1939.

### Very Business-Like

The President's proclamations on American neutrality, and embargoes on shipments of arms, have been very skillfully executed. The State Department has issued rules covering ship travel. Thus the neutral position of the United States Government is made known to the world. The President orders our ships to carry on their commerce in the usual way, without the aid of Naval convoys, or putting out their lights at night.

Mr. Roosevelt stated very definitely several weeks ago he would reconvene Congress in special session if a war should break out in Europe. With all due respect it may be said that he was much disgusted with Congress at the time. He put a lot of blame on Congress for failure to approve some of his measures and programs, including his neutrality recommendations.

### Prices Climb

The familiar pre-war complaint is being heard that speculators are profiteering on foodstuffs and that the costs of living are going up. We recall reading official documents and speeches of the Secretary of Agriculture complaining about the low prices of grains, cotton, livestock and foodstuffs. The trouble was, he said, that the farmers and small businessmen weren't getting enough to furnish a living.

Well, now that several million are "again getting rich(?)" out of daily booms in the stock market the public may soon be able to pay higher prices for products of the farms.

Hunting Down The Grafters  
The conviction of Mayor T. Frank

## SAVE A LIFE A DAY

Goal Of Maryland Traffic Safety Committee

While organization plans are under way to make the committee a continuing, self-perpetuating body to operate on a long-range program, the Maryland Traffic Safety Committee recently appointed by Governor Herbert R. O'Connor lost no time in getting down to business at its organization meeting.

Recognizing that the coming three-month period, October, November and December, regularly produces a high percentage of the total of yearly deaths from traffic accidents, the Committee agreed to tackle the problem of reducing accidents over this period as its "first order of business", and set a goal for itself to "Save a Life a Day" during these months.

Specifically, the first seven days of each of these months will be designated by Governor O'Connor as "Traffic Safety Days", and the committee has started making plans to utilize every avenue of publicity available to bring home to the people of the State during those days the necessity of improved caution in driving, in walking and in every activity that can have a bearing on the safety of our streets and highways.

### Executive Committee Named

As the first step towards permanent organization, Governor O'Connor announced to the meeting the formation of an Executive Committee, consisting of two members from each of the five natural divisions of the State—Central, Southern and Western Maryland; the Eastern Shore and Baltimore City—who will sit in with the heads of the five State Agencies most vitally concerned, to map out plans for reducing the total of traffic fatalities.

Those named were: Mrs. Harry L. Harcum, Pres., Maryland Federation Women's Clubs, Salisbury; Washington I. Cleveland, Kensington, Maryland; Edwin A. Dempsey, Towson, Maryland; John R. Sherwood, Executive Committee, Baltimore Safety Council, 22 Light St., Baltimore; Samuel Hoffberger, 215 N. Calvert St., Baltimore; S. S. Steinberg, Dean of the School of Engineering, University of Maryland; Caesar A. Aiello, Past Commander, American Legion, Department of Maryland, Hyattsville; Mrs. Guy R. Clements, President, Maryland Federation P. T. A., Annapolis; William Usilton, Publisher, Chestertown; John McMullen, Publisher, Cumberland.

State and City officials who will complete the Executive Committee are: Col. Beverly Elgin, Superintendent of State Police; W. Lee Elgin, Commissioner of Motor Vehicles; Major Ezra B. Whitman, Chairman of the State Roads Commission; Albert S. Cook, State Superintendent of Education, and Robert F. Stanton, Police Commissioner of Baltimore City.

### Plans for October Week Under Way

With 68 of 76 members of the Statewide Committee present at the first meeting, Governor O'Connor took occasion to point out that the call for assistance in the matter of Traffic Safety had brought the most wholehearted response of any plea that he had addressed to the State since he took office in January, which augured well, he believed, for the success of the undertaking.

In urging the necessity for complete cooperation of everyone to make the October Safety Week a success, Governor O'Connor asked the members to get to work immediately in their respective counties, and arrange for the spreading of the gospel of Safety in every possible way during these seven days. He asked that the civic and fraternal clubs be induced to have speakers on safety during that period; that the radio broadcasting stations be approached with a view to having safety talks; that schools, veterans organizations, Boy Scouts and every type of organization be called upon to cooperate.

During the first six months of 1939 there were 8,697 farms purchased through financing by the Federal Land Banks, which a government report says shows a decline in the number of loans by the Federal agencies that amounts to 14 per cent as compared with the corresponding period of 1938.

Hayes and his henchmen in Waterbury, Connecticut, is a victory for good government. Mayor Hayes was Lieutenant Governor of the Nutmeg State before he was elected Mayor. Now he has been found guilty of being the leader of conspiring-politicians who manipulated city contracts and public works through which the city lost over a million dollars. Prison sentences have been imposed.

New York, Kansas City and various other American cities have also been the scenes of successful prosecutions of grafters in high places. The State of Louisiana is cleaning up political corruption on a large scale.

Out of the political mess that has been disturbing most of the nation in these past few years there has arisen many Lancelots who have fought corruption and fraud. Hat's off to them.

Be Sure  
Your Child  
Is Protected



## with LIGHT CONDITIONING

As the children return to school, they're probably thinking of sports... or next year's vacation. But in spite of this, many of their nights will be spent doing homework. Help your child get better marks. Prepare a corner where he can study without interruption and be absolutely certain he has plenty of light for easy seeing and learning. The I. E. S. Study Lamp, with inverted

glass bowl, pictured above, throws out a softly diffused light—free from glare and shadows. This lamp helps prevent nervous fatigue and eye-strain... insures quick, easy seeing.

But don't stop at the children! Eyes of all ages need good lighting. Decide now to become light-conscious, and equip your home with plenty of I. E. S. Sight-Saving Lamps.

## CONOWINGO POWER COMPANY

Live Electrically and Save

## ALMANAC

SEPT. 22  
"One pair of ears draws dry a hundred tongues."

- 24—Black Friday panic on New York stock market, 1859.
- 25—British troops captured Ethon Allen, 1775.
- 26—George Gershwin, famous composer, born, 1898.
- 27—The first English railroad was in operation, 1825.
- 28—Pennsylvania adapted a state constitution, 1776.
- 29—Tornado caused \$75,000, 000 loss at St. Louis, Mo., 1927.
- 30—Queen Isabella fled from Spain, 1808.

## Simplification of Words In Writing Is Gaining

William the Conqueror was to blame for many of the orthographical peculiarities of the English language, according to Professor De Wit Clinton Croissant, head of the English department at George Washington university, writes Roy Eastin in the Washington Star.

"English was originally a phonetic language, and the Norman scribes thought that they were writing it phonetically. But they heard the language differently and they used a different set of symbols," Professor Croissant said. He has advocated "catalog" instead of "catalogue" and "cigaret" instead of "cigarette."

The adoption of some newspapers of such forms as "thru," "nite" and "tho" are considered steps forward by the professor.

As examples of the progress made, he cites James Howell's grammar of 1662, which recommended that "logic" be changed to "logiq" and "sinne" be changed to "sin" and that "bodilie" be made "bodily," all of which have come about.

Johnson's dictionary of 1775 is blamed by the professor for "crystallizing our spelling."

"The words with their unnatural spellings were embalmed and since then it has been considered sacrilegious to disturb the corpse," he said.

Noah Webster was an advocate of simplified spelling, and his first dictionary contained forms far more simplified than even the Simplified Spelling Board recommended. Henry Holt, late publisher, estimated that a 15 per cent reduction in the cost of books could be brought about by leaving out silent letters.

Farm people get few divorces. Nothing else knits people together like sharing the job of making something work.

A man is sometimes compelled to put up with those he does not love—pawnbrokers, for instance.

## Canada Reports Eskimos Are Moving Northward

Canada's eastern Arctic Eskimos are moving northward, according to statistics compiled by the department of mines and resources at Ottawa, which reveal that approximately 100 natives have migrated north from Southern Baffin island during the past five years.

The opening of a trading post at Dundas Harbour on Devon island by the Hudson's Bay company marked the first group movement of the Eskimos to the northern Arctic. Attracted by the possibilities of better hunting, 11 families of Eskimos from Baffin island volunteered to settle on Devon island and hunt in part of the Arctic island preserve created for them by the government in 1926. The transfer of these natives was completed in 1934 when the eastern Arctic patrol made its annual cruise aboard the Nascope. After a two years' trial the trading post on Devon island was closed and at their own request arrangements were made to return the Eskimos to Baffin island.

In September, 1936, the 11 families—56 homesick men, women and children—with 183 dogs, boats, kayaks, tents and other belongings were moved to Arctic bay on Baffin island, from which point they were to be returned to their homes in Dorset, Fangirtung and Pond inlet. However, large herds of seals sighted during the voyage down Admiralty inlet made the Eskimos forget their loneliness and they asked to be left at Arctic Bay where a plentiful supply of game was evident.

Success crowned the efforts of the natives to establish themselves in the vicinity of Arctic Bay, with the result that during the winter the wireless operator at Arctic Bay sent a message on behalf of two of the Eskimos inviting their relatives at Cape Dorset and Lake Harbour on Hudson strait, more than 600 miles to the south, to come north to better hunting grounds. These invitations were accepted and four more families were taken to Arctic Bay by the Eastern Arctic patrol in 1937.

## Steel Used for Sports Today and Years Ago

Steel or iron have been favored for sports equipment since ancient times when Greek athletes hurled the javelin in their games, and then down through the Middle ages when armored knights tested their skill in tournaments.

Today steel is more prominent than ever in sports and games, and every year millions of pounds of steel are bought in the form of sport and recreation equipment. When many modern sports were developed, wood and leather were used widely, but the trend is now toward steel where speed, strength and safety are important.

Golf, a game in which little steel was once used, in 1938 absorbed about 1,069,000 pounds in the manufacture of new golf clubs, exclusive of other uses on the golf courses.

Of the total for golf clubs, 175,000 pounds of steel were used for the shafts of wood-headed clubs, while 894,000 pounds were used for the shafts and heads of irons. On the golf courses, indeterminate amounts of steel were used for pins to mark the steel cups, and for watering equipment, pails, mowers and other machinery for upkeep.

One good turn always leads us to hope for a few more revolutions.

## FAMILIAR BELL SYSTEM "BLUE BELL" CELEBRATES GOLDEN ANNIVERSARY

Well-Known Emblem Created 50 Years Ago By Early Telephone Company Official



One of the world's most famous trademarks, the Bell System's familiar "Blue Bell," has now attained its golden anniversary. This telephone symbol came into being half a century ago to call the public's attention to pay stations equipped with special long distance telephones. What was later to become a universally-known emblem was hastily sketched on a scratch pad by its creator, Angus S. Hibbard, general superintendent of the three-year-old American Telephone and Telegraph Company. Today this symbol appears in Bell System advertisements, on telephone cars and trucks, on envelopes and other printed matter and on the ever-present public telephone sign.

The "Blue Bell" was designed to meet a need which arose in 1888. Commercial telephone exchange service in 1888 was just a decade old that year. Local service was a well established fact. Demands for long distance service were beginning to be met. Lines had been built from Boston to New York and from New York to Philadelphia. Work was under way or contemplated on routes southward to Washington and westward to Buffalo.

The development of the metallic circuit and of improved instruments, especially designed for long distance transmission, had made these extensions possible. But not all telephones could be used on these early long distance lines. Instruments which were adequate for local service were not satisfactory for long distance transmission. Pay stations equipped with special long distance telephones and connected to metallic circuits were established. It was in order to call the attention of the public to these special "long distance" telephones that the "Blue Bell" was created.

The emblem drawn by Mr. Hibbard was submitted to E. J. Hall, then general manager of The American Telephone and Telegraph Company, and approved by him January 5, 1889. The original drawing bearing this inscription is now in the American Telephone Historical Library, New York.

By the early nineties the use of metallic circuits and other developments had progressed to the point that many of the telephones installed primarily for local service were suitable also for long distance purposes, and it was no longer necessary to give particular emphasis to public telephones which could provide the latter service. The inscription on the "Blue Bell" was accordingly changed to read "Local and Long Distance Telephone." In March, 1922, the emblem in its present form, with the words "Bell System" inscribed on the bell, appeared on the advertisements and has been used throughout the Bell System in basically the same form ever since.

Don't try to kill two birds with one stone. Use a shotgun.