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FRIDAY, MAY 17, 1940

GUILTY AS CHARGED!

Fire—the great destroyer—is having a fine time this year.

During the first three months of the year, it turned $100,459,700 worth of property into ash debris. It thus exceeded its record for the same period in 1939, when property valued at $87,600,000 went up in smoke and flame.

No data is available on the number of lives taken by fire in the first quarter, but, going by past precedents, it took more than 2,000. That many people met one of the most horrible of deaths.

It's only human when we read figures like this, to shrug, shake our heads, say "Too bad!" and promptly forget them. And that human weakness is the main reason why fire is such a "glowing success." Fire waxes fat on human lethargy and laziness—even as it prospers on human forgetfulness and ignorance. Few men ever start a destructive fire deliberately—but it's a rare man who hasn't carelessly taken a chance or overlooked a hazard that made fire more probable.

And so it is up to you whether fire continues its inexcusable ravages. Don't try to console your self with the thought that fires are inevitable—less than two in ten fall into that category. And don't argue that fire prevention is the other fellow's business—it's your own personal business, and everybody else's business too.

The fact that fire destroys around $400,000,000 worth of property and 10,000 lives each year in this country is a severe indictment of the American people. The only possible plea is "Guilty as charged!" Will we permit fire's ravages to continue?

LIQUOR ADVERTISING BAN URGED

Disclaiming any "discharge from the war for a nation free from the domination of the legalized liquor traffic," the Methodist Conference at Atlantic City, passed unanimously resolutions praising newspapers and radio stations which refuse advertising revenue from purveyors of intoxicants.

The report from the Committee on State of the Church, Dr. Ernest F. Tittle, of Evanston, Ill., Chairman, urged Congress to enact legislation to prohibit all such advertising; urged the several states to enact legislation forbidding the employment of minors in places serving liquors and protesting the Government's part in the liquor business in the Virgin Islands.

THE WPA AND POLITICS

The Republicans are playing with the big idea of making an issue of the WPA in the coming election. Some Republican big-boys charge that the New Deal is using the WPA to get votes, and the G. O. P., may propose to cut out relief administration from Washington and put it under the direction of States and local communities.

Governor Stassen will be the keynoter for the Republican party at its 1940 convention, and when he was in Washington early in May the question was considered as to whether it would be advisable for the Governor to cut loose on the above political issue.

President Roosevelt has told many of his political friends and leaders that he would prefer not to succeed himself as President. Whether he consents or declines his personal power will not change. That means that he will be able to pick the nominee of the Democratic national convention and that the New Deal will carry on.

In the Republican camp the race has apparently settled to two candidates—Taft and Dewey. Political Washington favors Senator Taft. Senator Vandenberg appears to be out of it.

The Dewey boosters not only endorse the New Yorker but they go further and say that he is the only candidate in the Republican pastures that can win the election.

Sunday, May 19, has been designated as "I am an American Day" by President Roosevelt, who urges that it be observed as a "public occasion in recognition of our citizens who have attained their majority, or who have been naturalized within the past year."

BAD NEWS FROM ACROSS THE WATERS

By J. E. Jones

Washington, D. C., May—The new European war brings troublesome news reports that are practically of the same moment as appeared in American newspapers in the Spring of 1915, 9 months after the beginning of the World War.

The shortest way to define the foreign policy of the United States in 1915-16 was: To keep Uncle Sam's nose out of foreign wars." That is exactly the honest position of America today.

There may be officials and individuals who have different ideas on this subject but the policy of the United States Government is real Neutrality. There is an almost universal desire among American people as well as the representatives in the National Capital, including the Administration and Congress, to avoid involvement in the affairs of countries engaged in war.

You may call this "isolation" if you want to, or you may call it "pacifism"—that makes no difference, since the fact is both of the old political parties are evading all temptations and issues that would change the policy of the Untied States. They'll stay there, fastened to peace, unless the people, fastened to their radios and daily newspapers go war-crazy.

There is solid satisfaction and comfort in the present condition which finds national sentiment united for "America First."

But you don't have to be very old to remember that the agitation to fight with the Allies did not begin to Crystalize until the very year before we were in the war, up to our ears, in April, 1917. In the previous November the presidential election was carried by a mere scrath on the issue that President Wilson had kept us out of the war. That is history—and remember that "history repeats!" Some curious, unforeseen circumstance may inflame our country and bring about a change in the present sane foreign policy. When the change started late in 1916 it swept the Nation like a prairie fire. Former President Theodore Roosevelt was the wildest leader of all. He helped push us into the World War.

Young America should watch his and her step and never forget the truism that "nobody wins a war, everybody loses."

* * * *

See The Greatest Country On Earth

The Chief of the United States Travel Bureau says that the railroads and bus lines are whole-heartedly backing "Travel America" Summer. Low-rates are offered for circle tours that furnish a swing 'round the country for 8 thousand lovely miles, almost any way one wants to go.

Everywhere in the grandest country on earth there is magnificent scenery along level country, in the hills and valleys, amidst woods, lakes and rivers, and in cities, villages and towns, and those wide spaces of our land have a different grandeur which visualize the gifts of God and nature which were unfolded to those pioneers who did so much in developing the new world that we call "ours" as we a-wheeling go.

The American holiday season is recognized by Uncle Sam who gives his employes a month off—and now a lot of lazy guys down in Washington are trying to get a five day week, to boot.

The Good Old Summertime seems to have been planned by the wise Creator for the very purposes defined in the official call to "Travel America" in the coming weeks. The Automobile makes it possible to visit relatives and old friends and to keep up the human contacts, which otherwise might be skipped-over.

Many persons believe that there never would have been a Civil War in the United States if the people of the North and South had met on as friendly and intimate terms as they have since the automobile became so popular a method of transportation.

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Return Of An Old Hero

General Charles G. Dawes, the "Hell and Maria" hero of the American Expeditionary Forces of the World War, and later hard-boiled Vice-President of the United States came back to Washington a few days ago and found the "welcome" still shinning on the Capitol doormat. He told Washington, right to its face, that the budget must be balanced if national bankruptcy and ruin are to be avoided. The 75 year old statesman and banker notified the National Capital that this was his "Swan Song." And that helped make his warning more impressive.

RIVERS AND HARBORS PROJECTS

Congressman David J. Ward announces that the Rivers and Harbors bill passed the Senate on April 25, and, included in the Bill, were the following projects for the Eastern Shore of Maryland:

For preliminary examinations and surveys:

- North East River Channel from Charlestown to Havre de Grace, Cecil County.
- Marumsco Creek, Lower Somerset County.
- Honga River and Tar Bay, channel and harbor in Back Creek, Hoopers Island, Dorchester County.
- Chester River Channel—Kent and Queen Anne's Counties.
- Channel from Ocean City to Chincoteague Bay and Harbor at Public Landing, Worcester County.
- Taylors Landing, Worcester County.

For authorization—surveys have been made and favorable reports submitted by the Chief of Engineers to Congress:

- Black Walnut Harbor, Talbot County, Estimated cost $21,000 and $1,000 for annual maintenance.
- Town Creek, Oxford, Talbot County, estimated cost $25,000 and $1,000 for annual maintenance.
- Lower Thoroughfare, Deals Island, estimated cost $22,000 and $800 annually for maintenance.
- Duck Point Cove, Fishing Bay, Dorcester County, estimated cost $19,500 and $1,000 for annual maintenance.
- Pocomoke River, above bridge at Snow Hill, the first cost to be $4,250 with annual maintenance $1,000.
- Crisfield Harbor Anchorage Basin, no additional cost in connection with improvement of channel between Little Annemessex and Big Annemessex Rivers soon to be dredged at estimated cost of $75,000.

HOW TO QUALIFY FOR OLD-AGE INSURANCE PAYMENTS

To qualify for benefits under the old-age and survivors insurance provisions of the Social Security Act you must have worked on jobs that come under the law and you must have received a certain amount of pay from such jobs during a given number of calendar quarters.

Jobs covered are those in factories, shops, mines, mills, stores, offices, banks and other places of business or industry.

The amount of pay you must have received to qualify for benefits is $50 or more in each of a certain number of calendar quarters. A calendar quarter is three-months' period beginning the first of January, April, July, or October of any year. Quarters in which you are paid wages of $50 or more are called "quarters of coverage."

In order to qualify you must have at least half as many "quarters of coverage" as there are calendar quarters between the date the law went into effect (January 1, 1937) and the quarter in which you reach age 65 or die. In any case you must have had at least six quarters of coverage. For anyone reaching 65 or dying before July-, 1, 1940, six quarters of coverage are enough.

In order for you to receive benefits you must be 65 years old or more, and you must be no longer at work. However, you are not considered to be "at work" if you earn less than $15 a month on a job covered by the law; or if you are self-employed; or if you have a job that does not come under the law. For instance, you might own and operate a store, a filling station, or a repair shop without losing your right to old-age insurance benefits, if you were otherwise entitled to monthly payments. You might have a job on a farm, or in a chariable institution, or with the Government and still receive your monthly payments of old-age and survivors insurance. But if you continue to work in any business or industry which is covered by the old-age and survivors insurance provisions of the Social Security Act where you are paid as much as $15 per month in wages, you will not receive your old-age and survivors insurance payments while you hold that kind of job.

The Public Printer in the U. S. runs off 8,000 copies a minute of Government notices.

In the U. S., in one minute, people spend $12,000 on traveling by train, bus and auto.

'Horse of Troy' Tradition Gets Scientific Approval

Quite often scientists prove some honored ancient tradition to be wrong, but there are times when they prove an honored ancient tradition to be right. For many a century, until science came along with its trained archeologists to prove that there really was something to the old tradition of Troy and Helen of Troy and the Trojan horse, scholars regarded it as an entertaining story, but no more. They even debated the question whether there ever was a Troy and they sometimes proved that there wasn't.

For the last seven years American archeologists have been doing a really complete job of excavation at the site of Troy and they have clearly established that the ancient city which stood for so long as a guardian of the Dardanelles existed through more than 40 datable periods. Nine communities were represented by the city mound, meaning that, time after time, the community at Troy was wiped out and later leveled off and rebuilt anew on top of the remains of the former cities. Troy had nine lives, in fact, writes Dr. Jotham Johnson, University of Pittsburgh archeologist, in the Scientific American. The expeditions at Troy were headed by Prof. Carl Blegen, of the University of Cincinnati.

First to be unearthed was a spacious hall with 10 columns, dating from 1900 to 1400 B. C. Evidences of destruction of the city by fire were found at several depths, in the form of a layer of ash and charred materials. Shattered stones at one level indicated earthquake destruction. Finally, the earliest occupation level of all was revealed, with a fortification wall and gates flanked by projecting towers, Troy before the beginning of the age of metals.

Science thus has given ample evidence for the existence of a real and actual Troy, so let lovers of the "Odyssey" and the "Iliad" rejoice.

Adult Education Advocate

Charlotte Carr is a woman who believes in doing something about her faith in democracy, declares the American Magazine. She is head of the famous Hull-House settlement in Chicago. And one of her pet programs is adult education—the teaching of low-paid workers how to understand their problems. Charlotte Carr believes everyone's job is to keep democracy working, harder than ever.

Women are supposed to be vain, but no man is as handsome a she thinks he is.

LABOR LAWS

Amendments to the Wage-Hour Act have not ment with distinct success in Congress. But it is quite probable that there will be mild amendments passed at this session to the Wagner Act. The National Labor Relations Board is the main target that is being shot at.

Congress finds itself virtually "between the horns of a dilemma" all of which may be traced to the fact that the American Federation of Labor and the Congress of Industrial Organizations are at swords points over many important issues that are involved. The public and the employers don't seem to cut as much ice with our political masters as the labor leaders.

Arkansas 'Dugout' Canoes Vanish From Swampland

The homemade Arkansas dugout—descendant of the Indians' crude boat that is fashioned from a solid log—has almost vanished from the cypress-studded swamps of eastern Arkansas.

There was a time when fishermen from one end of the swamps to the other "pulled" from the far South and as far north as the Missouri line to get one-armed Bill Jones to make them a new dugout.

Today Bill Jones is long dead and the hundred or so dugouts he made have almost disappeared. His pattern, a light wood frame, gathers dust in the loft of "Uncle John" Harvey's barn on Big island, near Lake City, Ark. Jim Fall, who can turn out a pretty smooth boat himself when he can get suitable logs, has Bill Jones' adze and other tools.

Like a fine violin, a Bill Jones dugout can't be bought for less than a small fortune. Neat, light, perfectly streamlined, they are the best of all boats for travel among the cypress knees and fallen timber in the green glades of the lowlands.

Bill used to spend all his time fishing and "digging" boats. He would hunt the sloughs over for a likely log of solid cypress. Sassafras makes a better dugout, but sassafras rarely grows big enough.

Bill would cut the log and snake it out of the bottoms with a borrowed team of mules. Then he'd cut from it a 17-foot section, using only the best part of the log, and split it.

Then the real work began. Digging big hunks out of the heart of the half-log, he would work more slowly and carefully as he approached the outer edge. The soft layers would be planed down, leaving the best and hardest wood to form the hull of the craft.

A dugout is poled standing up, and the person in it had better know what he's doing. Trimmer and sleeker than the Louisiana pirogue, the dugout is the fastest means of locomotion in the vast glades of shallow water, interspersed by clumps of willow and low flats covered with flag and smartweed.

Indian Medicine Men Charge Doctor's Fee

Western America's Paiute Indian medicine men of California, or shamans, as they are called in their native language, have now become so modernized that they charge regular doctor's fees for casting out evil spirits and other native medical treatment.

Furthermore, so strictly modern are these shamans in this respect, that their fee is $5, where formerly they were glad to accept a few seeds.

This fact was established by Dr. Isabel T. Kelly of the anthropological department of the University of California, who has completed an extensive study of the few remaining tribes of the Paiute Indians in Nevada and southern California.

The bulk of her information was gathered from the tribes that still exist in the vicinity of Las Vegas, Nev.

The shaman practitioners who have become modernized to the extent of $5 fees for treatment were those of the Kaibab group in the high plateaus and the Grand canyon region of Utah.

Some strenuous hunters make a specialty of hunting easy jobs.

TO STOP TRAFFIC DEATHS "APPLY THE BRAKES"

Following tabulation of National traffic death records for the first three months of the year, Governor Herbert R. O'Conor and the Maryland Traffic Safety Commission have issued an appeal to the drivers of Maryland to "apply the brakes" in an effort to stem the appalling rise in traffic deaths.

The National Safety Council reports for the first quarter list 7,200 people killed in motor vehicle accidents, or 7% more than in the same period of 1939. Maryland, due to particularly favorable records for January and February, is decidedly below the national average, but still is faced with the fact that there was a rise of 3.4% in the number of traffic deaths in the first three months of the year.

According to Governor O'Conor, the fact that 450 persons were killed throughout the country in the winter months of his year than last year is particulary alarming, in view of the fact that vacation months, with their heavy travel, are just ahead.

Executives of the Maryland Traffic Safety Committee made an especial appeal to pedestrians, particularly in the counties, to be on their guard. Statistics in late months invariably have shown a great proportion of accident victims to be among pedestrians.

DEDICATION ON MAY 18 OF RITCHIE MEMORIAL

The long-deferred formal dedication of the Albert C. Ritchie Memorial, on the Annapolis dual highway overlooking the Severn River, will take place Sunday afternoon, May 18. Governor Herbert R. O'Conor will deliver the dedicatory address.

These newest formal exercises to be participated in by the Governor are a reminder that the present administration probably will go down in history as one in which the greatest number of road and bridge improvements were inaugurated and completed. Already the Ritchie Highway itself has been formally opened; the Potomac River Bridge, near Hancock, was put into use some months ago; and within the next few months the new Susquehanna Bridge at Havre de Grace will be formally opened, again with the assistance of the Governor and other officials.

With the sub-structure of the Potomac River Bridge at Ludlow's Ferry, Charles County, about complete, and most of the steel for the super-structure fabricated and stored, State Roads officials are looking forward to prompt completion of this structure, which will afford a convenient route through Southern Maryland to the South. Because of the unusual difficulties which were encountered, and aggravated by the severe winter, work on this bridge has been seriously delayed, but it unquestionably will be funished not later than 1941, and before the present administration is completed.

With plans about ready to begin work on the Sandy Hook Bridge across the Potomac, in Western Maryland, and the Ocean City Bridge across Sinepuxent Bay, it is certain that the record of this administration will include the greatest advance in bridge construction ever attempted in the history of the State.