Kent News.

VOL. 86. CHESTERTOWN, MD., SATURDAY, OCTOBER 23, 1926 NO. 24

Tolchester Co.

TOLCHESTER-BALTIMORE FERRY

TWO HOURS FROM THE EASTERN SHORE TO PIER 16 LIGHT STREET, BALTIMORE.

STEAMER "EXPRESS"

FALL SCHEDULE

Effective September 7, 1926

Leave Baltimore week days 8.00 a. m. and 3.00 p. m.

Leaves Baltimore Sundays 8.30 a. m. and 3.00 p. m.

Leave Tolchester week days 10.15 a. m. and 5.15 p. m.

Leave Tolchester Sundays 10.45 a. m.

SASSAFRAS and SUSQUEHANNA

Pier 16 Light St., Baltimore

Trip, Adults, good one day, 75c; days, $1.10; Children half fare.

Fare, Adults one way, 60c; Round m. and 5.15 p. m.

agents at different wharves or

Trip, one day, $1.00; Round Trip, Children 40c.

Effective September 23, 1926

Thursdays — Leave Baltimore at 6.30 a. m., arrive Betterton 10.15 a. m., Havre de Grace 11.30 a. m., Port Deposit 12.15 p. m., returning to Baltimore, leave Havre de Grace 11.30 a. m., Port Deposit 12.30 p. m., Fredericktown 3.15 p. m., Betterton 4.30 p. m., Worton Manor 5.30 p. m., arrive Baltimore 8.00 p. m.

For further information apply to

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But now all this is ended. Now anyone may take Epsom Salts compound—in sugar coated tablet form—a new method just perfected in one of the largest scientific laboratories in the country.

Wonderful results follow the use of this tablet. Thousands are taking them for laxative and blood cleansing purposes. They are actually pleasant to take. In addition to being sugar coated another coating of Salol is given them—this Salol is the greatest intestinal antiseptic known to medicine. Anyone may be sure to get the right kind of Epsom Salt Tablet with this special Salol coating by asking any dealer for Dill's Epso-Tabs. A large box costs only 25 cents. The Dill Company, Norristown, Pa.

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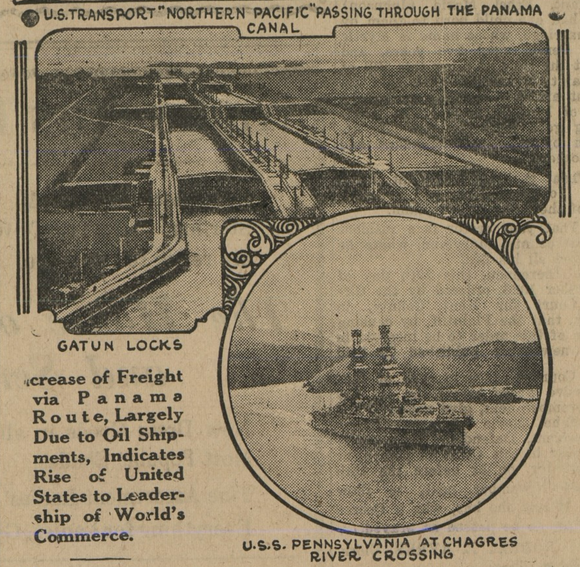
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OUR PANAMA CANAL LEADING BRITISH DITCH AT SUEZ IN TRAFFIC TONNAGE



U.S.TRANSPORT "NORTHERN PACIFIC" PASSING THROUGH THE PANAMA CANAL



GATUN LOCKS

U.S.S. PENNSYLVANIA AT CHAGRES RIVER CROSSING

crease of Freight via Panama Route, Largely Due to Oil Shipments, Indicates Rise of United States to Leadership of World's Commerce.

By JUDSON C. WELLIVER

One of the striking evidences of America's rapid rise toward commercial and industrial leadership of the world, is the Panama Canal, will almost certainly handle more freight in 1926 than will Suez. For several years the two canals have been in a neck and neck competition whose implications are the more interesting because the Panama ditch is owned by the American Government, and that at Suez by the British Government.

Of course both Canals are open to the ships of all nations; and the competition between them is not only between the United States and Britain, but in a larger and even more significant view it is competition between old world and new world.

When the Panama Canal was opened in 1915, Suez was already transiting about 25,000,000 tons of freight annually. Almost nobody believed Panama could ever attract anything approaching such a volume. But during the war fear of German submarines in the Mediterannean caused many vessels to take the Panama route between the far east and European or American ports. This gave Panama its introduction and it has not only held but greatly increased its business since the war. In 1923 Panama transited 5037 vessels, against 4621 for Suez; Panama handled 25,160,000 cargo tons against 22,770,000 for Suez. This was the first year of Panama's lead.

A Close Race

The following year Suez barely exceeded Panama's tonnage; and in 1925 comfortably held its lead. But reports for 1926 to date indicate that Suez is losing, owing to Britain's industrial depression, while Panama is doing better and is pretty certain to resume the lead.

The present Suez Canal has been in operation nearly sixty years, Panama only eleven. Although few people except antiquarians know it, the first canal at Suez was built more than 3,000 years ago. It was in operation as early as B. C. 1380; how long before, is mere conjecture. Before the Christian era began the ditch had been built, destroyed, rebuilt, silted up and built up again, time after time. When Alexander the Great conquered Egypt the Canal was one of the oldest of engineering works.

Between 1904 and 1915 the present Panama Canal was constructed. It cost about $400,000,000, Suez about one-fourth that sum. But Suez is a simple, sea-level ditch across a sandy plain; while Panama is a lock canal, the greater part of its length lying 85 feet above sea level, so that most of the distance from ocean to ocean is through an artificial freshwater lake.

Early Profits Unexpected

When Roosevelt started building at Panama, neither he nor any other prophet of optimism would have dared suggest that within its first decade the Canal would earn a profit. Its chief justification concerned the national defense, and the establishment of competition with the transcontinental railroads.

Although both Canals are open to shipping of all nations, British vessels constitute the majority of those using Suez (55.8 per cent), while American vessels are 54.5 per cent of those using Panama.

For 1924, ships of 21 nations used the Suez route, while 24 nations were represented in the maritime caravan at Panama.

The World War was not the only unexpected factor in bringing Panama so quickly to equality with Suez, nor the most important The enormous increase in Panama traffic in 1923 was represented almost entirely by petroleum and its products, moving from California to the east coast and Europe. In the year ended June 30, 1924, tolls aggregating $24,290,000 were collected, of which $9,071,000 was from tankers carrying petroleum. An even more striking statement of the matter is that for the same year exactly 50 per cent of all tonnage through the Canal was between the two ocean fronts of the United States, that is, 13,500,000 tons; and of this, considerably over 9,000,000 tons, or more than two-thirds was petroleum It was of course chiefly from California, en route to eastern refineries. In the succeeding year this petroleum movement fell off heavily; but for 1926 it is again increasing and the increase is likely to continue for many years. But for the petroleum traffic, the Canal would have shown a deficit in every year of its operation.

The enormous petroleum business has been in other ways advantageous to Panama. A constantly increasing proportion of maritime shipping nowadays uses oil fuel. Oil-burning ships seek routes on which they can most cheaply buy oil; and because California oil can be put so cheaply into the bunkers of vessels passing through the Panama ditch, there is a substantial inducement to prefer this route. This will increasingly favor Panama and militate against Suez, as the number of oil burners increases. Moreover, Panama's advantage will still further increase as the enormous oil resources of Venezuela, Colombia, and other South American countries are developed.

Great Service of Panama

If cheap petroleum has thus served Panama so well, Panama in turn has equally served the American motorist, who consumes most of the world's petroleum products. For Panama has brought the Pacific Coast petroleum to the eastern market at costs which, but for the Canal, would be vastly greater. Thus the Canal has given the United States the cheapest petroleum products in the world, and helped build the automobile industry and our modern highway system.

This mutually helpful relationship between the Canal and the petroleum users is the more impressive when one realizes that it was not even remotely anticipated at the time President Roosevelt started building the Canal. So late, indeed, as 1910, when Admiral Evans wrote his articles about the Canal and decided that it could not be profitable for several decades at least, he based all his calculations on the probable cost of coal for bunkering ships. He did not dream that merchant marines were on the verge of the revolutionary change from coal to oil. So he figured that, as there is practically no bunker coal in the countries bordering on the Pacific, that ocean could not compete, by way of Panama, for a greatly increased share of shipping. The oil development overturned the prophecies of Admiral Evans, and of all others who had foreseen that fuel problems would make Panama unprofitable.

Kent News $1.50 A Year

TO THE

TAX-PAYERS

OF KENT COUNTY

TREASURER'S OCTOBER SITTINGS

In pursuance of Acts of Assembly passed at the session of 1894, Chapter 292, and session of 1906, the undersigned, Treasurer of Kent county, hereby gives notice that for the purpose of receiving the

STATE AND COUNTY TAXES

in said county for the years 1926 he will sit for the October Sittings in the several Election Districts as follows:

MONDAY, OCTOBER 25

Millington at Feddeman & Collins' Store, from 10 to 12.

Galena at Bolton & Vandyke's Store from 1 to 3.

Kennedyville at R. C. Young's Store from 4 to 5.

TUESDAY, OCTOBER 26

Betterton at Turner's Store from 8 to 11.

Still Pond at Medders' Store from 12 to 2.

Worton at Ivens' Store from 3 to 5.

WEDNESDAY, OCTOBER 27

Rock Hall at T. B. Durding's Store from 10 to 12.

Piney Neck at Longley's Store from 1 to 3.

THURSDAY, OCTOBER 28

Fairlee at Bramble's Store from 10 to 11.

Pomona at Starr's Store from 2 to 3

At all other times will be at the Treasurer's Office in Chestertown.

The Treasurer's Office in the Court House will be open every day except on the above dates from 9 a. m. to 5 p. m., for the receipt of taxes. Tax payers will please take notice that taxes will be due and payable September 1st, and that on all bills unpaid on January 1st, interest will be charged and collected from September 1st. On the first day of January all taxes unpaid are declared by law to be in arrears, and delinquents are warned that unless settlement in full is made before April 1st, the Treasurer of the county will proceed to seize and sell their property to pay taxes due with charges and all costs of sale. The Treasurer would, therefore, respectfully urge all tax-payers to pay promptly.

GEORGE W. SUTTON,
Treasurer.

s11

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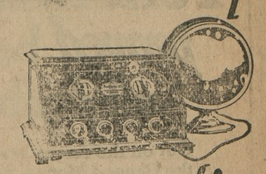
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Chestertown, Maryland

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"WHAT WOULD I DO IF I WERE DISABLED?"

"WHAT WOULD MY FAMILY DO IF I DIED?"

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