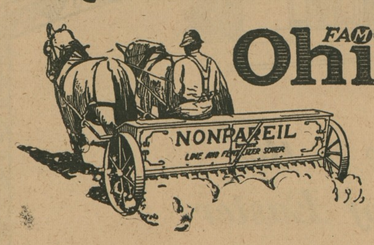
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KENT NEWS BEST ADVERTISING MEDIUM ON THE SHORE

DENIES P. R. R. OWNS LINES

An emphatic denial that the Pennsylvania Railroad Company is connected with the ownership or operation Red Star Lines, Inc., with general offices there, is on file with the Chamber of Commerce at Salisbury.

The statement came from Harvey R. Martz, Philadelphia, president of the lines and a vice-president of Day and Zimmermann, the holding company, in reply to an inquiry made several days ago by Hooper S. Miles, then president of the Salisbury-Wicomico Chamber of Commerce.

Mr. Miles letter of March asks the following question:

"In discussing the matter today with the president of the Del-mar-va Association, it developed that there is a widespread feeling on the peninsula that your company, Red Star Lines, Inc., is owned or in some manner controlled either directly or indirectly, by the Pennsylvania Railroad Company who likewise control the Peninsula Auto Express and Baltimore Transfer Companies. It has been stated, and is generally believed that a number of the directors of either your company or of Day and Zimmermann or some other holding company have actual control of the Red Star Lines, are also directors of the Pennsylvania."

"I have discussed the matter with your vice-president, Lee W. Selfe, who stated most emphatically that your company is neither directly nor indirectly in any manner controlled or owned by the Pennsylvania Railroad Company, or any of its affiliated interests, and that the only interlocking relationship between your company and the Pennsylvania grows out of two contracts, one of which relates to passenger service between Crisfield, Maryland, and Delmar, Delaware, and the other to a similar contract between two other points on the Peninsula.

This chamber desires to know definitely and accurately the true condition in order that it may not misrepresent facts, and that it may correct any misunderstanding of the facts which may now exist."

The Salisbury-Wicomico Chamber of Commerce received the following answer:

"In reply to your letter of March 29, 1930, please be advised that Red Star Lines, Inc., is not owned nor is it in any manner controlled either directly or indirectly by the Pennsylvania Railroad. As stated in your letter we operate several lines, namely, from Cambridge to Rehoboth via Bridgeville and from Crisfield to Delmar under contract with the Pennsylvania Railroad because of reductions in railroad service and in these instances the Railroad Company specfies type of equipment and schedules only.

"Any rumors to the effect that Red Star Lines, Inc., is affiliated in any way with the Pennsylvania Railroad Company are unfounded."

Mrs. Jacobstein — Poppa, I caught Rosie petting mit dot ice man again. You better speak to her.

Mr. Jacobstein — Oy, yoy, petting mit de ice man—unt ve owe so much to de butcher!

NURSES REPORTS FOR MARCH

The population was increased considerably during the month of March when eighteen white births and eleven colored were reported. Of these twenty-nine obstetrical cases six were attended by midwives the rest by physicians.

The county nurse, Miss Margaret White made ninety-seven visits and Miss Forte, the State Public Health nurse made 162 visits. Of these twenty-seven were nursing visits.

At the regular monthly Tuberculosis Clinic on March 3, Dr. O'Neill examined two white children and two colored patients. One colored patient was referred to a hospital for examination by X-Ray and the other colored patient was sent to Henryton Sanatorium.

Several patients were examined at the Ear, Eye, Nose and Throat Clinic and Dr. Hines operated on four children in the Kent County Hospital for tonsils and adenoids. All patients were discharged in good condition. The small hospital will be closed on June 30 by the Kent County Public Health Association who began the work in September 1928. It has been a heavy burden for the organization to carry and has excluded other work which will now be taken up. The Association feels that the closing of the hospital is justifiable in view of the fact that the larger hospital will soon be under way.

The health staff has completed the examination of all school children in the county. This fact makes Kent rate high among the other counties in the State and has kept the Deputy State Health Officer and the two nurses hard at work in order to cover the county and complete the program.

One boy, fourteen years of age, an orphan, was placed in a private home in Salisbury from which excellent reports are coming regarding the manner in which the boy is fitting into his new surroundings.

Two cases of Diphtheria and four of Scarlet Fever were reported. Each case was visited and instructions given.

In preparation for National Negro Health Week both nurses worked together over the plans and program The State nurse met the teachers of Kent County and mapped out the work for the week. Twenty-two committees were organized and various literature was distributed. Every colored school took an active part throughout the campaign.

GROWTH OF BOY SCOUTING

In 1910, only an idea. In 1930, the greatest boys organization reached its twentieth birthday.

The Boy Scouts of America was incorporated in 1910. Its membership at the end of the first year was 5,825. At the end of the tenth year it was 503,726 and in 1930 the organization started the year with a membership of approximately 582,000 scouts and officials. That is a remarkable growth and it may be attributed to the things for which scouting stands — character, patriotish public service and outdoor life. Scouting deserves the support of every individual in every community.

NOTICE TO CREDITORS

Charles N. Satterfield and Clinton C. Jones, trading as Jones & Satterfield.
vs.
Belle Coleman

In the Circuit Court for Kent County
Ordered, this 26th day of July, 1928, upon the aforegoing Petition and Answer of Belle Colefan, that the Said Belle Coleman be, and she is hereby adjudged an insolvent debtor; that S. Scott Beck, be, and he is hereby appointed Preliminary Trustee for the benefit of the creditors of Belle Coleman, an insolvent debtor, and the said S. Scott Beck, is hereby directed to give Bond to the State of Maryland, conditioned for the faithful performance of his trust in the penalty of One Hundred ($100.00) Dollars, with sureties to be approved by the Clerk of this Court; and it is further ordered that the said S. Scott Beck, Preliminary Trustee, give at least ten days notice to the creditors of the said Belle Coleman, an insolvent debtor, to file their claims properly authenticated with the Clerk of the Circuit Court for Kent County, and to appear at the Clerk's Office for the purpose of electing a Permanent Trustee by the creditors of the said Belle Coleman, an insolvent debtor, on the day named in said notice, which notice shall be published by inserting a copy of this Order in some newspaper printed in Kent County, aforesaid, once a week for two successive weeks.
LEWIN W. WICKES.

True Copy—Test:
ROBERT A. SHALLCROSS, Clerk.
In accordance with the above Order, I hereby give notice to the Creditors of Belle Coleman, Insolvent Debtor, to appear at the Clerk's Office in the Court House of Kent County on Thursday, May 1st, 1930, at 10.30 o'clock A. M., for the purpose of filing their claims properly authenticated with the Clerk of the Circuit Court for Kent County and of electing a Permanent Trustee by the creditors of Belle Coleman, Insolvent Debtor.
S. SCOTT BECK.
a19-2t Preliminary Trustee.

NOTICE TO CREDITORS

Joseph A. Brown vs. Anna B. Beaston

In the Circuit Court for Kent County.
Ordered, this 5th day of October, 1929, by the Circuit Court for Kent County, upon the aforegoing Petition and Answer of Anna B. Beaston, that the said Anna B. Beaston, be, and she is hereby adjudged an insolvent debtor; that S. Scott Beck, be, and he is hereby appointed Preliminary Trustee for the benefit of the creditors of the said Anna B. Beaston, an insolvent debtor, and the said S. Scott Beck is hereby directed to give Bond to the State of Maryland conditioned for the faithful performance of his trust in the penalty of One Hundred Dollars, with sureties to be approved by the Clerk of this Court; and it is further ordered that the said S. Scott Beck, Preliminary Trustee, give at least ten days notice to the creditors of the said Anna B. Beaston, an insolvent debtor, to file their claims properly authenticated with the Clerk of the Circuit Court for Kent County and to appear at the Clerk's Office for the purpose of electing a Permanent Trustee by the creditors of the said Anna B. Beaston, an insolvent debtor, on the day named in said notice, which notice shall be published by inserting a copy of this Order in some newspaper printed in Kent County aforesaid, once a week for two successive weeks.
LEWIN W. WICKES.

True Copy—Test:
ROBERT A. SHALLCROSS, Clerk.
In accordance with above order, I hereby give notice to the Creditors of Anna B. Beaston, Insolvent Debtor, to appear at the Clerk's Office in the Court House of Kent County, on Thursday, May 1, 1930, at 10.30 o'clock A. M., for the purpose of filing their claims properly authenticated with the Clerk of the Circuit Court for Kent County and of electing a Permanent Trustee by the Creditors of Anna B. Beaston, Insolvent Debtor.
S. SCOTT BECK.
a19-2t Preliminary Trustee.

NOTICE TO CREDITORS

Charles N. Satterfield and Clinton C. Jones, trading as Jones and Satterfield
vs.
Wm. Frank Coleman

In the Circuit Court for Kent County.
Ordered, this 26th day of July, 1928, upon the aforegoing Petition and Answer of Wm. Frank Coleman, that the said Wm. Frank Coleman, be, and he is hereby adjudged an insolvent debtor; that S. Scott Beck, be, and he is hereby appointed Preliminary Trustee for the benefit of the creditors of said Wm. Frank Coleman, an insolvent debtor, and the said S. Scott Beck is hereby directed to give Bond to the State of Maryland conditioned for the faithful performance of his trust in the penalty of One Hundred $100.00) Dollars, with sureties to be approved by the Clerk of this Court; and it is further ordered that the said S. Scott Beck Preliminary Trustee, give at least ten days notice to the creditors of the said Wm. Frank Coleman, an insolvent debtor, to file their claims properly authenticated with the Clerk of the Circuit Court for Kent County, and to appear at the Clerk's Office for the purpose of electing a permanent Trustee, by the creditors of the said Wm. Frank Coleman, an insolvent debtor, on the day named in said notice, which notice shall be published by inserting a copy of this Order in some newspaper printed in Kent County aforesaid, once a week for two successive weeks.
LEWIN W. WICKES.

True Copy—Test:
ROBERT A. SHALLCROSS, Clerk.
In accordance with the above order, I hereby give notice to the Creditors of Wm. Frank Coleman, Insolvent Debtor to appear at the Clerk's Office in the Court House of Kent County on Thursday, May 1, 1930, at 10.30 o'clock A. M., for the purpose of filing their claims properly authenticated with the Clerk of the Circuit Court for Kent County and of electing a Permanent Trustee by the Creditors of Wm. Frank Coleman, Insolvent Debtor.
S. SCOTT BECK.
a18-2t Preliminary Trustee.

Toll Bridge or Free?

The organization of the Chesapeake Bay Committee has now been effected.

The appointment of a sub-committee on procedure and the well-considered remarks of Chairman Griswold indicate that the task is to be taken seriously.

It would be lamentable if it were otherwise. No group of citizens have ever been charged with graver responsibilities. Upon the measure of their competence and the degrees of their fidelity depends the well-being of Maryland for years to come.

Many questions must be studied and determined by the Committee—location, construction, State work or public aid, and most critical of all, toll bridge or free way.

To many of us this last issue seems the cruix of the whole matter. As against the project of a toll bridge, the advantages of a free bridge, see clear and compelling.

Let us look the situation squarely in the face.

Economically, the Eastern Shore has almost ceased to be a part of Maryland. Her products flow into Delaware and Pennsylvania; her merchants trade in New York; her people shop in Philadelphia.

They do this because a great broad highway, free as the air, runs from their front door to active markets and shopping centers.

We are seeking now to divert this stream of travel back to its historic channel, to weld the State again into its old entity, to solidify its people and make the "Del-Mar-Va" slogan as obselete as the dodo.

It is not wise, under these circumstances, to grease the skids? We should not only extend the opportunity for easy intercourse between the Eastern and Western Shores but we should hold out every inducement and press every facility.

We have a fine network of roads on the Eastern Shore. But where do they lead? Not into the State—but out of it!

The bridge is in purpose and plan an integral part of our State highway system. Why not, then, treat it as such? I can travel swiftly and cheaply to Cumberland, to Frederick, to Upper Marlboro. Why cannot Cambridge or Salisbury or Easton or Pocomoke City do the same to Baltimore

A toll charge, however moderate or temporary, will be just so much of drag upon the change we are trying to bring about. There is nothing as sensitive to a money differential as the course of trade and the current of shopping. Even so little as a dollar toll may be enough to hold automobiles and trucks on the northbound route instead of deflecting them to their natural market.

Morever, a free bridge built and operated by the State will be more economical than a toll bridge, constructed wholly or in part by private capital. Not even the most powerful group of bankers can provide capital on as favorable terms as the State of Maryland.

The issue narrows down to whether the cost of the under-taking should be borne by the taxpayers of Maryland or by the actual users of the bridge. The latter course is plausible; but it is unsound. If it were valid, we ought to install tollgates all over the State instead of building and maintaining our roads by a gasoline tax.

Every part of Maryland, every stratum of its people will benefit by a free bridge. Real estate will rise in value, transportation costs will be reduced, trading areas will be enlarged. Maryland will gain its stature and dignity, and her people, from Oakland to Crisfield, will feel the throb of a new economic life.—Editorial in Baltimore Evening News, April 11.

COWS VIOLATED THE AMENDMENT AND DIED

Violation of the 18th amendment has brought some pretty severe sentences to members of the human family but so far as we know the animal family has been spared in Harford until Saturday last.

The early part of last week prohibition agents destroyed a still in the Snake Lane section and a large quanity of mash is said to have been released. Apparently attracted by the smell of the mash—if not the cork of the bottle—a number of cattle of Mr. Jack Lauterback, who lives in the nieghborhood, are said to have broken out of the field and tasted, all too greedily, of the forbidden fruit. As a result two cows on Saturday paid for thier folly with thier lives, four other animals were made quite sick but later recovered.

Jack Lauterback, a farmer near Snake Lane, Harford county, has lost two valuable cows and four others are sick, as a result of their indulgence in mash prepared for a moonshine distillation. During the last fortnight, prohibition agents visited that section and destroyed a large still, which they found in a woods there. A large quantity of mash, which had been prepared for the whisky-making plant, was dumped out on the ground. The cows, in a neighborhood field, attracted by the odor of mash, broke out and partook too greedily of the forbidden fruit.

Now you save 5 to 10 cents a quart

VEEDOL MOTOR OIL

with its unmatched proof of performance in the Graf Zeppelin and the planes of the Byrd Expedition now comes to you at

25¢ A QUART

in crankcase lots
30¢ per single quart

You have paid 5¢ to 10¢ extra a quart for premium performance motor oil.

Save that extra 5¢ to 10¢ a quart!

For VEEDOL now gives you the same motor oil that carried the Graf Zeppelin around the world and Rear Admiral Byrd across the South Pole . . . *and you save 5¢ to 10¢ a quart.*

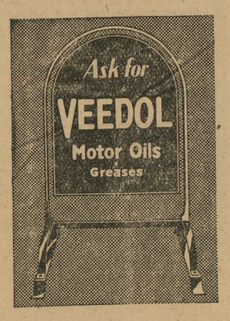
At a dollar a quart, no motor oil could offer you a finer performance record.

Today, at VEEDOL stations, VEEDOL may be obtained at 25¢ a quart when bought by the crankcase-full, affording you a saving of from twenty-five cents to one dollar a crankcase-full.

This is the genuine Graf Zeppelin motor oil. This is the same tougher-bodied, longer-lived, super-quality VEEDOL that laughed at sub-zero temperatures at the South Pole.

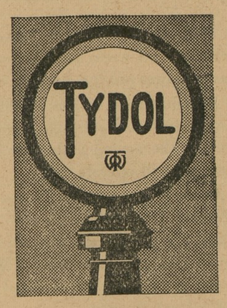
Why pay 35 cents a quart for motor oil when here is the finest oil any motor can use, regardless of the price of the car?

Drain and refill . . . more frequently . . . with this better oil . . . at this lower price. It's easier on your pocketbook, and better for your car.



Stop for oil where you see this sign.

SAVE 25¢ TO $1.00 EVERY TIME YOU FILL YOUR CRANKCASE



Stop for gas where you see this pump.

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