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SAVE YOUR EYES

By Dr. Fred Andreae,

Secretary Md. Board of Optometry.

No longer do you find "specs" sold. With the recent advances in spectacle design, eyeglasses have become more dignified. They are no longer so often referred to as "specs." Years ago all ophtholmic lenses were made in every small size and were inserted in commonplace frames and mountings. Thus they were indeed an unsightly thing to wear. Small wonder prejudice was created against glasses in view to the way they detracted from one's appearance. Today, however, the facts are very different.

The spectacle lens of today is ground with curves that are entirely new. Today lenses are ground from large blanks, which permit cutting and edging of the lens to many modern and popular shapes. In recent years a lens has been designed which is called the Colonial shape. So popular has this ecbome that the majority of people today are wearing the Colonial, or some modification of it. It is characterized by the Octagon shape, and is made in a size to permit the full view in all directions, without compelling the eyes to look over or under the lens. This octagonal shape and its modification is particularly adapted to spectacle lenses because the shape fits nicely into the orbit of the average human eye. The orbit, as you of course know, is the region bounded by the eyebrow, the nose and the cheek bone.

HOME DEMONSTRATION NOTES

Tuesday, April 14, Betterton Club at school house at 2.00 P. M. Use of eggs in menu. Mrs. Ernest Horsey and Mrs. Walter Stone project demonstrators.

Wednesday, April 15, Galena Women's Club at school house at 2.00 P. M. Use of eggs in menu. Mrs. Julian Cochran, president.

Wednesday, April 15, Quaker Neck Neighborhood Club at 7.30 P. M., at Miss Genevieve Brown's. Special program. Mrs. P. V. Hendrickson, president.

Thursday, April 16, Chestertown Women's Club at Mrs. Philip Sewell's at 2 P. M. Use of eggs in menu. Mrs. Jane Chaires and Mrs. Audrey Kaufman project demonstrators.

Friday, April 17, Still Pond Women's Club at Mrs. Ben Robinson's at 2 P. M. Use of eggs in menu. Mrs. Elmer Atwell and Mrs. Wm. Medders project demonstrators.

Friday, April 17, Betterton Girls' Club at school house after school. Maryland Quick Breads. Anna Hepbron, president.

Saturday, April 18, all day meeting, Flatland Girls' Club at Home Demonstration Agent's office, Chestertown. Any 4-H Club girl invited to come. Meeting starts at 10 A. M.

From The Farm To The Highway Roads

The following article appears in the April issue of Capper's Farmer, national farm magazine with nearly a million readers, published at Topeko, Kan., by Senator Arthur Capper.

A network of single lane hard surfaced pavements thread Vermilion county, Illinois. W. S. Dillon, county superintendent of high-ways, said that the county is practically out of the mud. Every town and post office is connected by a hard surfaced highway.

"Aside from the pavements built by the State," he said, "our pavements are all ten feet wide, Building of narrow pavements, which are adequate for lightly traveled local roads, has enable us to hard surface nearly as many miles as would have otherwise been possible."

In Iroquois and Champaign counties, neighbors of Vermilion there also is a considerable mileage of single lane pavements. Kent county, Maryland, recently completed a network of single lane pavements.

In the United States there are 2,000 miles of single lane pavement, on which upkeep costs are low, being reported as $40 to $100 a mile o year.

Vermilion county, Illinois, is a typical agricultural community which despite its small size, has just about made itself the best paved rural community in the country, ond without burdensome taxation.

Mud there is downwright "onery" gumba. Farmers there stood it until in 1914 when a county bond issue was voted with which to buy one million dollars worth of pavements—10 feet wide. Careful calculations determined that the annual cost to the farmer would be about 8¾ cents an acre a year, during the 20 year life of the bonds. These estimates were correct; the owner of a 200 acre farm pays about $17.50 annually, or a total of $350 over the life of the bond issue, which will be retired in five years.

The State of Illinois takes over for maintenance all main county roads that have been paved in accordance with its specifications. It also refunds a part of the original cost. This plan is spreading to other States, for it assures adequate improvement of quite heavily used local roads without undue burden on anyone.

Kent county, Maryland, is smaller than these Illinois counties, having 20,000 inhabitants. It crammed a 15 year job into one year. During 1930, 51 miles of single track hard surfaced road were placed in service. This was done without much increase in Kent county taxes.

In many States a portion of the gasoline tax money is refunded to counties. Kent county capitalized on this refund from the Maryland Highway Commission by issuing $900,000 in road bonds for the construction of first class pavements. In Maryland, as in Illinois and several other States the State highway department maintains all main county roads that have been properly hard surfaced. Consequently Kent county has shortended its road construction and upkeep problem by 51 miles and has placed every farm on or within a mile of a paved road.

Kent county also benefited by having the pavements constructed under the supervision of the State highway department. The roads have been hard surfaced in accordance with State specifications and because of their proper constructions is believed that the pavements will last two or more generations.

Kent county is a typical farming region. During the last few years farmers there have shown a desire to raise more truck and other produce of a perishable but profitable nature. Altho situated near Philadelhia, Kent county folks could do little toward capturing any great shore of the Philadelphia fowl and truck garden markets, largely because of road conditions. Today Kent county asparagus and turkeys flow steadily towards Philadelphia.

This plan was developed and sponsored by the Kent County Chamber of Commerce. Mrs. Nell C. Westcott, executive secretary, said it was necessary to increase general taxes only slightly to take care of the bond issue, for with the gasoline tax refunds taking care of the bond principal, it was only necessary for the county to raise enough money to meet the interest. Kent county, however, also adopted a small bond issue of $100,000 to build 50 miles of slag road which is lightly traveled. The interest on the larger bond issue, plus the necessary principal and interest payments on the small issue, requires that the average citizen pay no more than $3.60 yearly.

J. L. Roberts, who specializes in asparagus growing, made this statement in a letter to Mrs. Westcott: "Having completed the hauling of my asparagus crop, I can say that the new concrete roads have simplified my transportation problems. The cost of hauling over dirt roads was heavy in time, truck repairs, gas and oil. I am convinced that the saving in the above items are twofold greater than the added taxation."

Mrs. Evelyn Harris, who operates Howell's Point Farm, has this to say: "The building of 9 foot concrete roads in our county, with no appreciable raise in taxes, is the best yet in 'farm relief.' Putting our well grown, well packed fruit on the market, over a well paved road, gives us a premium not obtainable in any other manner. Hard surfaced roads make possible the use of large trucks which load at the packing house and carry direct to destination with no handling whatever."

Another way in which the farmer contributes for good roads even tho he may possess nothing but bad roads is contained in the Cornell report. It reads: "The following estimates of their losses were made by eight farmers who live on poor roads: $200, $1,000, $700, $300, $250, $200, $100, $1,160. The last amount was lost on potatoes which could not be moved when the price was high.

Losses such as these probably are not the usual thing, but even tho they occur once in five years, the toll collected probably is equal to the extra cash required by any sensible plan of road improvement.

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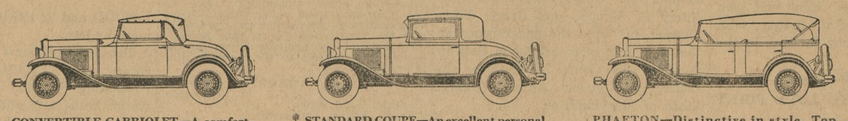

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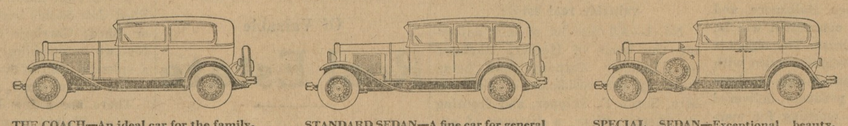

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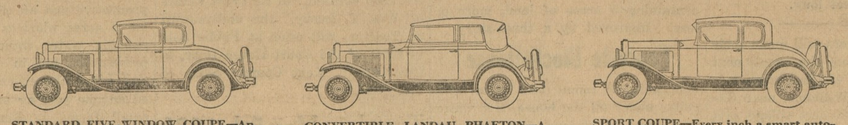

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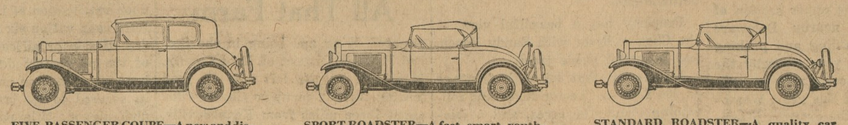

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