# RADIO CITY IN NEW YORK

A glittering city within a city; a titanic developement covering three square blocks; the birth of a new architecture; a wedding of radio, the stage and business—such is the $250,000,000 project of John D. Rockefeller, Jr.

As a plaster model of "Radio City" revolved under a spotlight last night, the first definite plans for its construction were announced. Work will start in June on a New York site bounded by 5th Ave., 6th Ave., 48th and 51st ts. The first units will be ready for occupancy in the Fall of 1932 and the completed product is scheduled for 1934. S. L. Rothafel (Roxy) will be the first "mayor."

There will be nine separate buildings, demanding 125,000 tons of structural steel and 28,000 windows. Their soaring walls and challenging towers will be reared in what the designers call the "New York style" There will be a central plaza dotted with splashing fountains and bristling shrubbery. There will be shops ministering to every human need.

Towering over all else will be the new home of the National Broadcasting Company, the largest man-made structure ever planned. Though not as tall as the Empire State Building, its 68 stories will contain 150,000 more feet of floor space, 2,000,000 in all. On one side it will exhibit 675 feet of unbroken wall — on the other it will present the appearance of an obelisk with a touch of Egyptian or Saracen lines. It will house 30 broadcasting studios equipped to handle television as it is perfected.

Flanking the center building will be two office skyscrapers, 45 stories in height and identical in design. On the ground floor of one will be the R. K. O. vaudevill theatre and inthe other the R. K. O. motion picture theatre. Completing the ensemble will ge an oval guilding, fourteen stories high and contrasting in its rounded symmetry with the sharp angles and sheer walls overshadowing it.

Space for the most complete opera house in the world has been reserved. Originally included in the plans, the Metropolitan Opera Company tentatively withdrew in disagreement over details. A final decision awaits the return to the city of R. Fulton Cutting, chairman of the board.

## QUEEN ANNE'S COUNTY COUPLE MARRIED

William B. Quimby, superintendent of the Queen Anne County Home, and Mrs. Quimby, of Ruthsburg, near Ridgely, have announced the marriage of their daughter, Miss Laura Quimby to Eugene Brown, son of Mr. and Mrs. Hugh Brown, of Queen Anne. The ceremony was performed February 28 at the parsonage of the Methodist Episcopal Church, Chestertown, by the pastor, the Rev. Harry Wright. After the honeymoon the couple will live near Queen Anne, where Mr. Brown is engaged in farming.

Operations are not intended for the public eye, but so few evening gowns seem to know that.


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M. K. NEWNAM'S

MID-WINTER FURNITURE SALE

WILL CONTINUE THROUGH MARCH

SAVINGS 20 TO 50% SAVINGS

THE OPPORTUNE TIME IS HERE FOR EVERY HOME TO LOOK TO ITS FURNITURE NEEDS

It has just been our good fortune to secure 25 more of Easton's High Grade Dining and Bed Room Suits

at 40 PER CENT. LESS THAN WHOLESALE PRICES

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| Easton's No. 201 Bed room Suit | Regular $225.00 now $139.00 | Hoosier Kitchen Cabinet (oak) | Regular $ 39.50 now $ 29.50 |
| Cavalier Early American Bed Room | Regular $160.00 now $ 99.00 | DeLuxe Inner Spring Mattresses | Regular $ 39.00 now $ 29.00 |
| Hallagon Overstuffed Suits | Regular $220.00 now $125.00 | Simmons Inner Spring Mattresses | (wonderful quality.) $ 16.00 |
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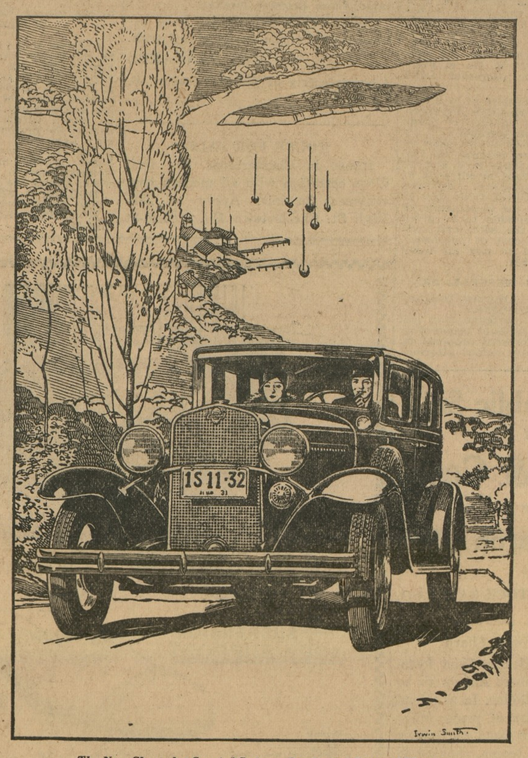


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The big, modern Chevrolet Six is a fine performer. It maintains high road speeds at a low, easy-working engine speed. Its 50-horsepower valve-in-head engine operates with unsurpassed economy. Six cylinders enable you to creep along, accelerate, climb hills, go fast—and do it all smoothly, quietly—with little shifting of gears. If you have formed your opinion of Chevrolet quality solely from the car's fine appearance—step into a Chevrolet and drive. Because performance, too, points to Chevrolet as the *Great American Value.*

**New low prices**—Roadster, $475; Sport Roadster, $495; Phaeton, $510; Standard Coupe, $535; Coach or Standard Five-Window Coupe, $545; Sport Coupe, $575; Five-Passenger Coupe, $595; Convertible Cabriolet, $615; Standard Sedan, $635; Special Sedan or Convertible Landau Phaeton, $650. Prices f. o. b. Flint, Mich. Special equipment extra. Low delivered prices and easy terms.

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ALSO DEALERS IN CHEVROLET SIX-CYLINDER TRUCKS, $355 to $695, f. o. b. Flint, Michigan


# WHY DROUGHT NOW IS BROKEN

The great drought of 1930, which in some States extended over periods of fourteen and fifteen months, appears to have ended, the enormous, little-under stood mass of stagnant air which over hung vast areas at a considerable height above the earth having been set into normal motion again by some mysterious force.

After an unusually dry December and January, Weather Bureau reports show that heavy rain fell over large sections of the persistently drought-ridden areas. From February 1 to 17 rainfalls totaling two to five inches were reported in the area comprising Kentucky, Tennessee Arkansas South ern Missouri and the northen parts of Mississippi and Louisiana.

In West Virginia, Ohio, Indiana and the southern half of Illinois, from one to two inches of rain fell, and in the Middle Atlantic States about one inch. Very little rain or snow was recorded however, in the Upper Mississippi Valley and in the Plains States north of Kansas.

January was the driest month on record over a considerable area of the East Central section of the country, and large deficiencies were reported nearly every where else in the United States except in the West Gulf area. Much of the interior valley region received less than one-third of the normal January rainfall.

For December and January combined, the least rainfall on record was measured in Nebraska, Minnesota, Wisconsin, Michigan, Missouri, Illnois, Indiana, Ohio, and Kentucky, Michigan, Indiana, Ohio, Kentucky, West Virginia, Maryland, Pennsylvania and New York all experienced new low records for the period from October to January.

A summary of the1930 reports from 5,000 stations prepared by J. B. Kincer chief of the record division of the Weather Bureau, shows that the driest spot in the United States was the relatively small area embracing Wash ington, Baltimore, Lynhburg, Va., and Parkersburg W. Va.

Lynchburg led in percentage of rain deficiency for the twelve month period receiving only 49 per cent. of the normal fall there. Parkersburg's rainfall was 50 percent. of normal, and that of Washington and Baltimore 51 per cent.

Among the larger areas the greatest deficiencies for the year were recorded in a belt extending from the central Mississippi Valley eastward to the Atlantic Ocean. In some sections of the South, especially over the lower Mississippi Valley, the drought was extremely severe during the summer, but the total rainfall for the year was not largely deficient because of heavy rains in the spring and fall.

Mr. Kinser, in his study of the records, found that, generally, 1930 started wetter than usual, with an eleven percent, excess over normal rainfall for the country as a whole in January. From then on, however, except in May, when an excess of eleven per cent. also was reported, conditions went from bad to worse, with December the driest month of the year.

More than normal rainfall was reported generally in the South and West during the fall months, and November was the wettest month of the year in those sections, with an excess of seventeen percent. but the drought again became general in December when forty-four States reported deficiencies and the average for the country dropped forty-three per cent. below normal.

In Arkansas, where the distress has engaged nation-wide attention, the rainfall was about one-thirdof normal in June, July and August. It was the driest State east of the Rockies in that period. The summer was the driest on record also for Kentucky, Tennessee, Mississippi, West Virginia, Virginia and Maryland, and the driest since 1894 for Michigan, Illinois, Indiana, Ohio and Pennsylvania.

## THREE BILLION FOR ROADS

One hundred and ten nations will spend $3,000,000,000 on roads during 1931, according to the Department of Commerce. Two-thirds of this great sum—$2,000,000,000 will be spent in the United States.

Thus the good roads movement is world-wide. It is realized, nowadays, that paved highways are essential to business and social progress. The quick, economical and efficient transportation of commodities and persons is one of the factors that makes for a higher developed civilization.

In the United States special attention is being paid to the problem of farm-to-market, secondary highways. The modern slogan is "Make every farmer's gate a shipping point." A large majority of American farms are still situated on roads that are about the same as they were twenty or fiftey years ago.

Long-wearing but economical road materials, suitable for all but main, heavy traveled highways have been developed. Millions of farmers can be given the full width, weatherproof, good roads they need without increasing tax burdens, if available funds are used wisely. States can invest in nothing of greater value than permanently surfaced farm roads—and few investments will pay greater dividends.

# Common Sense Transportation

"Motor bus transportation is based upon important fundomentals. The railroads have at times been slow to recognize the outstanding advantages of this new and growing form of transportation," says T. B. Wilson, an authority on buses.

"In the trasportation of people the railroads have always faced serious limitations. They must serve two classes of people, those who wish to travel a long distance and those who travel a short distance. The success of long distance railway transportation depends upon advantageous connections at terminals on high speed. Local transportation requires convenient schedules and stops at every station. The railroads have found it increasingly difficult to serve both of these types of transportation at a profit to themselves.

"The motor coach has built its service upon two factors—convenience and economy. The motor bus easily accommodates itself to the needs of local communities. For the cost of operating a railroad train once each day through a community, a motor bus may be operated every three hours from 8 A. M. to 8 P. M."

"The motor bus offers economy in transportation and since a large proportion of the public is interested in saving money this factor is of great importance.

"A system of motor bus transportation has been established whose mileage is approximately thirty per cent larger than the railway mileage of the United tates.

"The motor bus does not regard the railroad as its competitor. The fact is that both the railroad and the motor bus carry but a small percentage of the transportation of people in the United States. There are 52,000 railway passenger coaches and 45,000 common carrier buses in the United States. There are 24,000,000 automobiles. It has been estimated that less than ten per cent of the inter-city travel is carried by the motor bus and railway combined. There are 600 automobiles for every motor bus and 500 of them to every railway coach."

## MERGER OF TWO SHIP LINES

The merger of the Baltimore and Carolina Line, Inc., with the Baltimore and Philadelphia Steamboat Company went into effect Monday with the sailing for Philadelphia of the steamer Ericsson. The former line withdraws from the Philadelphia business the motor boat Birdie H. and the steamer Ruth. The latter will be operated on the Delaware by the Baltimore and Philadelphia Steamboat Company between Chester and Philadelphia.

A. H. Bull & Co., who operated the Ruth and Birdie H. on the Philadelphia Line, have obtained an interest in the Baltimore and Philadelphia Steamboat Company and will have jurisdiction of all freight. The passenger business of the line will remain as formerly.


O-1321

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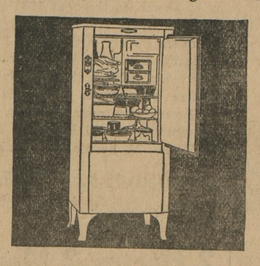
Porcelain-on-steel! As freshly white as the frozen snow on a mountain slope. Its glass-like, gleaming surface simply won't harbor any dirt that one gentle sweep of a clean, damp cloth won't whisk away!

No smudgy pattern of finger-prints need ever decorate the front of your Frigidaire! No spillings will ever stain its everlasting, frosty-white interior! Not even lemon juice can mar or mark it!

The Frigidaire the bride of tomorrow buys will boast the same pure, orange-blossom whiteness on her Golden Wedding Day!



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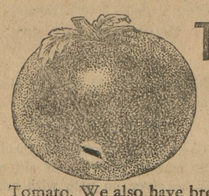

Tomato Growers Take Notice » »

You remember Landreth's Red Rock Tomato? Of course you do. Well, we have improved it and it is a fine Tomato. We also have brought out since then, "The Landreth" which is an unusually early one, the Delaware Beauty, which is second early, and Bloomsdale, which is a later variety.

CERTIFIED SEED

This year for the first time, the Government of Pennsylvania has certified three varieties of our Tomato Seed, Marglobe, Greater Baltimore and Bonny Best. Buy them. All our Tomato Seed is sold in lithographed cartons of ¼ and ½ lbs.

All Certified Tomato Seed sealed with the Government seal of Pennsylvania. We are Growers of all varieties of Garden Seeds.

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