

TIMELY TOPICS

BAY BRIDGE
WILL ROGERS
SCHOOLS

Reports coming out of Washington indicate that the Chesapeake Bay bridge is daily gaining in favor among those in charge of the allotment of PWA funds for such work.

Washington officials are taking the view that the bridge will do no harm and lots of good. For instance the old argument that Wilmington and Philadelphia markets are better than Baltimore markets and hence there is no necessity of a tie up between the Shore and the State's metropolis. The bridge will not remove the northern markets. They will still be available for Shoremans if they desire to do their business there and in addition there will be the Baltimore market if it is wanted.

Certainly this is the time to build the bridge if it is ever to be built and those who see great things in store for this section of the Shore should the span be constructed have every reason to be encouraged by the outlook in Washington.

The nation mourns the untimely passing of Will Rogers, universally known humorist and motion picture player, who beguiled countless numbers with his quaint humor; and whose wholesome philosophy inspired many despondent hearts with new hope and courage. He was, indeed, a real benefactor to mankind, one whose memory will long be revered and whose influence for good will extend far into the years to come.

Rogers died in an airplane accident that may have been due to faulty mechanical equipment but he would have been the last to condemn the air as a method of travel. He early saw the future that lay in the airplane and was ever an enthusiastic sponsor of all endeavors along an aerial line.

This great man, who kidded Kings and Presidents and made them like it, will be sadly missed by rich and poor, great and humble.

Elsewhere today is noted the appointment of teachers for the Kent county schools for 1935-36. To these people, men and women, will be entrusted the moulding of the mind and character of Kent youth for the next year. A noble job and a sacred trust.

Not infrequently is heard the cry that what our schools need today is a return to the three R's of other years. The truth of the matter is that we have never forsaken the three R's; today, as yesterday, they are the fundamentals upon which our educational system is built.

Modern educators score the lay mind by speaking of such high sounding things as emotionalized attitudes and the like. What they really mean is that a man, or woman, must have certain characteristics to get on in this world and it is the aim of modern education to supply them.

The three R's are being used to give the school child an inquiring mind and the desire to learn that he might continue to grow regardless of his year. They are being used to give him self-integrity, to believe in himself, accept responsibility and criticism, acknowledge leadership and to have a critical mind. They are being used to give him an appreciation of humor, good workmanship and nature and to train him to work harmoniously with others.

In teaching these things many subjects are brought into use but all have their basis in the good old three R's—reading, writing and arithmetic.

Education today has moved away from the cut-and-dried formal type of learning and gives more training in actual subject matter, methods that will fit the child to lend his abilities to any situation.

Don't let the big words scare you. Education hasn't gotten far away from the time-honored methods and is doing more to build fine, healthy, alert minds and bodies than ever before.

ALMANAC

20—First ascent of a hydrogen balloon, France, 1783.

21—Burrheads patents his adding machine, 1888.

22—J. Barseimon first Jew known to land in U. S., 1654.

23—Admiral Oliver Hazard Perry, born 1785.

24—Mt. Vesuvius erupts and destroys Pompey, A.D. 79.

25—Captain Webb is first to swim English Channel, 1875.

26—English beat the French in great Battle of Crecy, 1346.

The Enterprise.

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CHESTERTOWN, MARYLAND WEDNESDAY, AUG. 21, 1935

\$1.00 A YEAR IN ADVANCE

REGATTA ENTRY LIST REACHES NEW HIGH HERE

Many Motor And Sailing Crafts File

TWO DANCES ARE LISTED

Reception For Yachtsmen Friday Night

Entries have been rolling in for the annual Chesapeake Bay Yacht and Country Club regatta to such an extent as to indicate that the two-day boat racing program, Friday and Saturday of this week, will exceed all previous affairs of a similar nature ever staged on the Chesapeake river. Never before in the history of the local event have so many boats been entered prior to the opening of the regatta and the entry list includes a group of top-notch crafts in both power and sailing classes.

Committees from the local club, under the general direction of Commodore Philip G. Wilmer, have been hard at it for the past several weeks working at the details of the annual affair. From the time the Chesapeake Bay Log Sailing Canoes get away early Friday morning until long after the final blast of the dance orchestra Saturday night there'll be something doing at the local club.

The Log Canoe event, which will mark a renewal of the rivalry between the Magic, owned by Bob Wilson, of St. Michael's, and Howard Strong's Mayflower, will be one of the feature events of the program. Canoes will also race on Saturday in a free-for-all and handicap event.

With the exception of a chance race for cruisers and the finish of a race to harbor by some twenty yachts affiliated with the Maryland Yacht Club of Baltimore, the Friday program is devoted exclusively to sailing events. Saturday, too, will hold its share of sailing races, both morning and afternoon, but the starting line in order not to interfere with the power events and the starting and finishing lines will be between a committee boat and the pier on Goddington Manor, the estate of Col. H. S. Brown.

The motorboat events, both inboard and outboard, scheduled for Saturday, will draw some of the fastest crafts in the East and with the events sanctioned by the American Power Boat Association this year for the first time there is a distinct possibility that some world's records will be lowered.

A broadcasting system has been secured for the two-day regatta and people ashore will be amply supplied with information as to the results of the various events.

The social side of the regatta, always one of the high spots here, will feature two dances, one Friday and one Saturday, the former preceded by a reception for visiting yachtsmen and the latter by the presentation of awards.

These are in today's issue of The Enterprise is a complete list of the racing events with the numbers and starting times of each.

FRANK O. POOLE AND MISS VIOLA GUTH WED

Frank O. Poole, son of Mr. and Mrs. Fred A. Poole, was married at Rock Hall Methodist Episcopal parsonage at eight-thirty o'clock Monday evening, August nineteenth, to Miss Viola E. Guth of Baltimore by the Rev. Conrad Hamer. The bride is the daughter of Mrs. Katherine Guth and the late Frank Guth. The young couple are spending the week with the groom's mother at her home in Green lane near Rock Hall.

J. ALTON JEROME IS WED IN NEW JERSEY

The marriage of J. Alton Jerome, son of the late Capt. John C. Jerome of Quaker Neck, and Mrs. Jerome, formerly of Rock Hall and now of Baltimore, and Miss Fredrica Mattern, daughter of Mr. and Mrs. J. Henry Mattern, of Hamilton, Baltimore, took place at the parsonage of the Bethlehem Evangelical Lutheran Church on August fourteenth.

After the ceremony the happy couple left for a honeymoon trip to New York and Atlantic City. On their return they will reside in Hamilton.

MELVIN BOULTER MARRIES MISS ALINE LeCOMPTÉ

Melvin Boulter, a son of Mr. and Mrs. James H. Boulter, of Skinner's Neck, and Miss Aline LeCompte, daughter of Beauchamp LeCompte, of Fairlee, were married Saturday, July 27th, at Elliott City by the Rev. Andrew Allen. The groom is employed at Sparrow's Point and the young couple will occupy an apartment in Baltimore. They spent from Sunday until Tuesday with the groom's parents and announced their marriage to their friends here at that time.

STEINER-FOX NUPTIALS IN BALTIMORE SUNDAY WITNESSED BY MANY LOCAL FRIENDS OF BRIDE

Daughter Of Local Merchant Becomes Bride Of Department Of Justice Employee In Colorful Ceremony At Alcazar

A wedding of much local interest took place in Baltimore Sunday evening as Miss Ruth Fox, daughter of Mr. and Mrs. Maurice Fox, the former a prominent local merchant, became the bride of Mr. Alexander W. Steiner, of Bayonne, N. J., and Washington, D. C.

The ceremony took place at the Alcazar with 140 guests attending the rites and the dinner and dance that followed. Besides members of the Fox family those from Chestertown in attendance were: Mr. and Mrs. Henry Gill, Mr. and Mrs. Wroth Stavelly, Miss Margaret Stavelly, Mrs. Anna Gardner, Miss Rose Gordon, Mrs. John Speicher, Miss Martha Speicher, Mr. and Mrs. C. Lee Gill and Mr. W. Belt Townsend. Guests were also present from Baltimore, Washington, Bayonne, N. J., Hagerstown, Hurlock, Federalsburg, Rock Hall and New York.

The bride, a graduate of the Chestertown High School and who recently attended George Washington University, was dressed in a white double-breasted suit as were his best man, Dr. Harold J. Orris, of Bayonne and his brother, Mr. Leo W. Steiner, of the same city.

Miss Shirley Fox, sister of the bride, was maid-of-honor and Mrs. Albert Watman, of Bayonne, was matron-of-honor. Miss Esther Fox was flower girl. Also under the canopy were the bride's parents and Mrs. Goldie Steiner, mother of the groom. The wedding ceremony was followed by a dinner, reception and dance. The young couple are honeymooning in the Adirondacks and will later reside in Washington, D. C.



Mrs. Alexander W. Steiner

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STUDENTS AT POMONA LIGHT COLLEGE GET CELEBRATION FEDERAL AID HELD TUESDAY

Washington College students will benefit to the extent of approximately \$4500 during the coming school year by part-time employment provided under the Emergency Education Fund of the newly established Youth Administration of the Federal government. This is an extension of the plan organized under the FEPA in February, 1934, with which many of the colleges of the country, including Washington College, have been cooperating.

Under the regulations which have been announced, the colleges are each limited to a certain small percentage of their total enrollment in assigning jobs, and the student is limited in the number of hours of work permitted, and the amount to be earned during the year.

Last year, thirty Washington College students participated, to a total of \$4000.

The Pomona electric light celebration, marking the bringing of electric current to that section of the county, went on yesterday in spite of inclement weather.

A baseball game between Chestertown and Pomona youths was halted by rain with the Chestertown outfit leading 6-2. This contest, with a display of electrical equipment by local dealers, opened the program yesterday afternoon.

William B. Usilton, III, was chairman of the meeting held in the school in the evening and at which W. B. Copper and A. V. Krewatch were the scheduled speakers. A radio, purchased by the P. T. A., was presented to the Pomona school, the presentation being made by Thomas D. Bowers.

Motion pictures were shown to complete the program of celebration.

THE REGATTA WHEN AND WHAT TO SEE

FRIDAY, AUGUST 23, 1935

- 9:30 A. M. Chesapeake Bay Log Sailing Canoes.
- 10:00 A. M. Starboats.
- 10:15 A. M. Barnegat Sneakboxes.
- 10:30 A. M. Snipes.
- 10:45 A. M. Moths.
- 10:55 A. M. Scows.
- 11:00 A. M. Special Event.
- 1:00 P. M. Free-for-all Sailboats Unlimited.
- 1:10 P. M. Free-for-all Sailboats under 25 feet L. O. A.
- 1:20 P. M. Free-for-all Sailboats under 20 feet L. O. A.
- 1:30 P. M. Free-for-all Sailboats under 15 feet L. O. A.
- 1:40 P. M. Girls and Boys under 15 years of age sailing any boat without keel, under 14 1/2 feet L. O. A.
- 2:30 P. M. Small Sailboat Championship, not over 15 feet Waterline.
- 4:00 P. M. Chance Cruiser Race.

SATURDAY, AUGUST 24, 1935

- 9:30 A. M. and 2 P. M. Free-for-all Sailboat Handicap over 20 feet L. O. A.
- 9:30 A. M. and 2 P. M. Free-for-all Sailboat Handicap under 20 feet L. O. A. and over 15 feet L. O. A.
- 9:50 A. M. and 2:20 P. M. Free-for-all Sailboat Handicap under 15 feet L. O. A.

POWERBOAT EVENTS

- Outboards
- 9:00 A. M. and 2 P. M. Class A Outboards, 5 laps.
 - 9:20 A. M. and 1:20 P. M. Class C Outboards, 5 laps.
 - 9:40 A. M. and 1:40 P. M. Class B Outboards, 5 laps.
 - 10:00 A. M. and 2:00 P. M. Class F Outboards, 5 laps.
 - 10:20 A. M. and 2:20 P. M. Class M Outboards, 2 laps.
 - 10:40 A. M. Class F Outboard Runabouts.

- Inboards
- 11:00 A. M. Class A and B, 126 Cu. In., 2 laps.
 - 11:20 A. M. Class C and D, 201 Cu. In., 2 laps.
 - 11:40 A. M. and 3:20 P. M. Class E, 280 Cu. In., 2 laps.
 - 12:00 N. and 3:40 P. M. Class F and G, 420 Cu. In., 2 laps.
 - 12:20 P. M. and 4:00 P. M. Class H and I, 825 Cu. In., 2 laps.

- Speedboats, Unlimited, 2 laps.
- 2:40 P. M. and 4:40 P. M. 135 Cu. In. Hydroplane, 2 laps.
 - 3:00 P. M. and 5:00 P. M. 225 Cu. In. Hydroplane, 2 laps.

- Unlimited Outboards, 5 laps.

BAY BRIDGE FUNDS SOUGHT FROM R. F. C.

Decision Reached After Conference

ICKES MADE SUGGESTION

State And City Credit Very Good

BULLETIN.—Senator Arthur H. Ickes, returning Monday from the cruise of members of the upper branch of the Legislature with Governor Nier, conferred with Ralph H. Grier, Eastern Shore member of the Chesapeake Bay Bridge Commission, and found Mr. Grier more optimistic over the bay span than at any previous time. Mr. Grier reports that Washington authorities seem definitely convinced that the bridge will harm no one and do many people good.

Application of the Chesapeake Bay Bridge Authority for Federal funds with which to finance the construction of the proposed bridge across the bay is expected to be transferred to the Reconstruction Finance Corporation within the next few days.

A decision to take this action followed a brief conference Monday between Harold L. Ickes, Secretary of the Interior and Public Works Administrator, and members of the Chesapeake Bay Bridge Authority, who called on Mr. Ickes to discuss the maximum amount bridge proponents can expect from the PWA as its contribution toward the project.

It was said that Mr. Ickes advanced the suggestion that application be made to the RFC for the purchase of \$5,500,000 of the bridge bonds, Jesse H. Jones, chairman of the RFC, did not commit himself to the proposal, it was said, but suggested that all data pertaining to the bridge be furnished him so he could study the various phases of the project.

Several years ago the bridge proponents made an application to the RFC for a self-liquidating loan, but it was never acted upon by the RFC. When the \$3,300,000,000 public-works fund was authorized, application was filed with the PWA.

At a conference early in July with members of the bridge authority, Secretary Ickes informally proposed to make an outright grant of forty-five per cent. of the \$10,000,000, estimated cost of construction.

It was said today that it might be possible to finance the State's share of the undertaking through private financial sources, but that the cost would be too much of a burden on the undertaking.

It was pointed out that in view of the fact that the credit of both the city of Baltimore and the State of Maryland was high, in the event the RFC agreed to take over the bonds it might be possible to obtain a lower rate of interest than four per cent. The rate usually set by the RFC. This procedure was followed in the case of a loan in New York, where the interest rate was 3 1/2 per cent.

It is understood that Mr. Ickes regards the Chesapeake Bay bridge project favorably, but at the same time has stood fast in refusing to commit the PWA beyond the forty-five per cent. grant.

Members of the bridge authority, after their conference with Secretary Ickes and Chairman Jones, indicated they would urge a final decision on the proposal for an RFC loan, but when this would come was not indicated.

A local cleaner's truck, driven by Charles Dole, figured in the mishap when it pulled in on the wrong side of the road. Mr. Hubbard, to avoid a collision, put his car sharply to the right and in so doing crashed into a tree.

Both Mr. Hubbard and Mr. Leonard were cut and bruised about the face and body and the Hubbard car was badly wrecked.

NEW ROAD ENGINEER TAKES PLACE HERE

Mr. and Mrs. H. E. Rook, of Oakland, have recently moved to Chestertown, Mr. Rook taking over the duties of G. Bates Chaires, State Roads employe, who was recently transferred to Oakland during a general shake-up by the State Roads Commission.



A. C. Fox's "Frolic" holds the lead in the second series of free-for-all handicap sailing races sponsored by the Chesapeake Yacht and Country Club with 88 points. Finishing third and fourth in most of the races of the present series the Fox boat holds the lead over A. L. Sterling's "Rexall" and Henry Wilmer's "Albatross" each of which has had one or more wins to its credit. The Sterling and Wilmer boats are tied for second with 83 points each with Gilbert Ingersoll's "Day Dream" next with 82.

Other boat owners with the number of points credited to their crafts are as follows: Joe Russell, 68; Kellogg Smith, 67; John Truslow, 61; Carl Bordley, 60; Harry Wood, 53; Jimmy Metcalfe, 53; Bill Baker, 52; Ralph Swope, 45; Belt Townsend, 43; Bucky Wilson, 42; S. L. Moore, 34; E. C. Stollenwerk, 34; Alice Wood, 34; R. H. Rogers, 34; Bill Pa- ca, 29; Kellogg Smith, 21; Dorsey Hines, 15; Bill Grieb, 14; Townsend Anthony, 14; Tom Moyer, 12; M. B. Morrison, 6; Rumsey Anthony, 4; Kellogg Smith, 2; Ann Kreeger, 1; Jack Kibler, 1.

John Truslow's "Jolly Roger" was the winner of the first of two races held last Sunday as a stiff breeze hampered the smaller crafts. Trouble with his rigging kept young Truslow out of the second race which was won easily by A. L. Sterling and his "Rexall," which had finished second in the first event.

Dr. Harry Wilmer will hold a special sailing regatta off his home on the Chesapeake River on Sunday, September 1. Many small sailing boats have been invited, including all those participating in the series of Sunday events staged by the local club. Dr. Wilmer is the father of Henry Wilmer, youthful skipper of the "Albatross" and the uncle of Harry Wood and Alice Grey Wood, top-notch sailors in their own rights.

The Betterton Regatta last week drew a number of local boats, including four sailing crafts which were trucked over for the wind events on Friday. Those from Chestertown whose boats participated in the sailing events were A. L. Sterling, who was third in the unlimited free-for-all; Carl Bordley, Belt Townsend and Ralph Swope.

Nelson Cyew, of Betterton, sailed his "Playboy" to third place in the free-for-all for boats under 18 feet. Power boat events featured the Betterton regatta on Saturday and drew a nicely balanced list of entries. The Coast Guard cutter "Pamlico" served as committee boat for the two-day affair at Betterton. It was in command of Lieut. P. B. Cronk.

The 93-foot yacht anchored off the Chesapeake River and Country Club is the "Maron," belonging to Commodore F. K. Hooper, of the Corinthian Yacht Club, Philadelphia. It will remain here for the local regatta.

Commodore Hooper permitted the use of his craft as committee boat for the Sunday sailing events and will entertain the board of governors and yachting officials of the local club at a dinner aboard on Friday evening.

Betterton Boat Races Drew Crowd

Betterton attracted a big crowd. There were many entries in the several classes. The trophies and medals were on display in the show window of Chas. H. Brice's store. Most of the yacht owners remained with their boats over Sunday.

At the bowling contest of the Womans' Club on the Beach Amusement Pier last Friday night individual scores were made by Mrs. Ethel Crew, with 145 and Mrs. Elsie New-some with 126. The high scores prizes for the week went to Mr. Harry Owens with 195 and Mrs. Earle Abbott, who scored 165.

Eight young ladies and two of their guests with their chaperone, Mrs. Henry Elphinstone, of 902 Beaumont Ave., Govans, spent last week in the cottage of Mr. and Mrs. Howard Owens, on Bayside. These young ladies are members of the Tau Kappa sorority, of Baltimore. They are Misses Beatrice Elphinstone, Margaret Knefler, Emma Sherman, Marian Boyer, Doris Pippin, Eleanor Boyer, Jane Pippin, Alice Pippin, all of Baltimore; Miss Elizabeth Davling, of Florida; and Mrs. Taylor, of New York. Mrs. Elphinstone was joined by her husband over the week end. Mr. Elphinstone, a former cross country running champion, spent the week at Rock Hall where he enjoyed the fishing.

Mr. and Mrs. Frederick, of Baltimore. (Continued on Page 4)

ANNOUNCE TEACHERS FOR 1935-36

Four Changes Made In County Schools

TWO AT LOCAL SCHOOL

Men Replace Women In Teaching Jobs

The Kent County Board of Education, in session yesterday, confirmed the appointment of teachers for the Kent schools for the school year 1935-36 as recommended by Superintendent Louis C. Robinson.

Four changes were made in the county teaching list to replace teachers who had resigned, two of the changes bringing men teachers to the Chestertown High school in place of women.

Robert G. Fleetwood, of Denton, a graduate of Washington College several years ago, succeeds Miss Catherine Gessford at the Chestertown school and John W. Martin, a graduate of the Dowling Green School of Commerce, has been appointed in place of Miss Geraldine M. Feitz.

Miss Elizabeth Willis, of Chestertown, replaces the former Miss Charlotte Holloway, who was married during the summer, at Rock Hall and Miss Mary C. Quinn, also of Kent county, was made teacher of the Locust Grove School in place of Miss Mildred S. Neal.

The complete list of teachers is as follows:

Millington—Harry D. Rasin, Principal; Lois Baxter.
Galena—Lelia N. Ware, Principal; Lily O. Ferguson, W. Skirven Startt, Chestertown—W. J. Stenger, Principal; Mary W. Carroll, Hermoine Riches, Harry R. Poole, Anna Smyth Brice, Marie D. Bryan, Richard W. Hall, Lottie P. Peacock, Margaret Russell, Robert T. Fleetwood, John W. Martin, Estelle K. Comegys, Owen C. Blades.

Rock Hall—W. A. P. Strang, Principal; Estelle B. Strang, Elizabeth Willis, Helen L. Ashley.

Special Teachers with time divided equally between Galena and Rock Hall—Ella J. Hadaway, Arthur L. Greenwood.

Millington—Anna M. Hague, Virginia W. Gale, Helen S. Sutton.

Massey—Edna B. Peaper, Mamie C. Donahoe.

Sassafras—Helen E. Caulk.
Galena—Grace E. Burris, Lillian M. Leager, Agnes F. Mullen.

Chestertown—Alberta Littleton.
Locust Grove—Mary C. Quinn.
Kennedyville—Barbara A. Elliott, Mary Hill Wilbank, Mildred C. Melvin.

Morgne—Elizabeth Jarvis.
Still Pond—Miriam Kirby.
Worton—Rebecca Wood, Naomi R. Myers.

Betterton—Florence M. Jewell, Louise Hepburn.
Janvier—Frances O. Taylor.
Chestertown—Marietta Loud, Lorraine U. Williams, Thelma M. Vansant, Naomi D. Russell, Myra W. Toulson, Hannah W. Bell, Inez Russell, Mildred Hoyle.

Skinner's Neck—Minnie M. Kelley.
Rock Hall—Hilda A. Hill, Louise A. Hersh, Annie K. Strong, Maude E. Middleton, C. Louise Kendall.
Piney Neck—L. Nellie Peterson, Myrtle T. Downey.

Swan Creek—Emilie N. Skirven.
Fairlee—Frances B. Morris, Catherine Barnes, M. Eden Bryden.
St. Paul—Lillian O. Crouch.
Cliffs—Margaret F. Stoops.
Pomona—Edna E. Faulkner.

LEG BROKEN IN FALL FROM HORSE SUNDAY

Arthur Brown, 14-year-old son of A. Leon Brown, near town, suffered a broken left leg Sunday when his horse, Major John, fell. But Major John is still "top" with Young Brown, who last Friday rode his mount to second place in one of the flat races in connection with the Kent Horse Show.

Riding in a field near his home in Quaker Neck Arthur was thrown from the horse when the latter stumbled as he was turned suddenly by his rider. The horse galloped off toward the barn but when his master did not rise from the ground he returned and tried his best to lift the youth by pulling at his clothing. Neighbors, seeing the strange actions of the horse, investigated and found the injured boy.

He was carried to the Emergency Hospital, Easton, where the broken limb was set and he was returned home Monday afternoon, believing that Major John was just about the smartest horse and best pal in all the world.

The public death rate from organic heart disease has increased 32 per cent in the last ten years.