

The Enterprise KENT'S LEADING NEWSPAPER

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Our Time To Be Alarmed

When the American naval maneuvers were held in the Pacific this spring, a great shout of alarm arose from Japan to the effect that the affair was an open threat to the safety of that country.

The unwarranted protests of Japan were taken up by pacifists in this country and much pressure was brought to bear through the press and directly to the naval department.

Now it is announced by the Japanese that they have begun their annual grand maneuvers which will continue until October.

It does seem, however, that if the minority element of pacifists are to be consistent in their view toward the two happenings, they would immediately put up a great howl of protest.

Our Thoughts

As a man thinks, so he is, and every man, using man in the broadest sense, is responsible for his thoughts.

This is a psychological fact that has been emphasized so often that most people are familiar with it, but how many realize its importance in forming habits, which in reality determine what our true character shall be?

Tendencies toward thinking and acting in certain ways are called habits and they are the outgrowth of training and experience.

Many form evil habits as children that remain with them through life because they did not have the proper directing influence before their powers of reasoning were very highly developed.

Children have characteristics that make the acquiring of habits easy because they are suggestible. They imitate the words and actions of their elders and if they are not taught the difference between right and wrong, they will very easily develop harmful habits.

This makes the responsibility especially heavy on parents or any grown people who may, without their knowledge, be examples from which children will acquire habits that will shape their lives.

Discouraging To U. S. Labor

Of all the haphazard handling of relief funds by Washington, perhaps none is more thoughtless than the recent PWA announcement that all borrowers of funds for public works must purchase their products in foreign countries if the price is 15 per cent less.

In other words, if Japan, Czechoslovakia, or Russia, with labor often earning less for a day's work than American workers get in an hour, can produce materials cheaply enough, the Government will use taxpayers money to purchase these foreign imports.

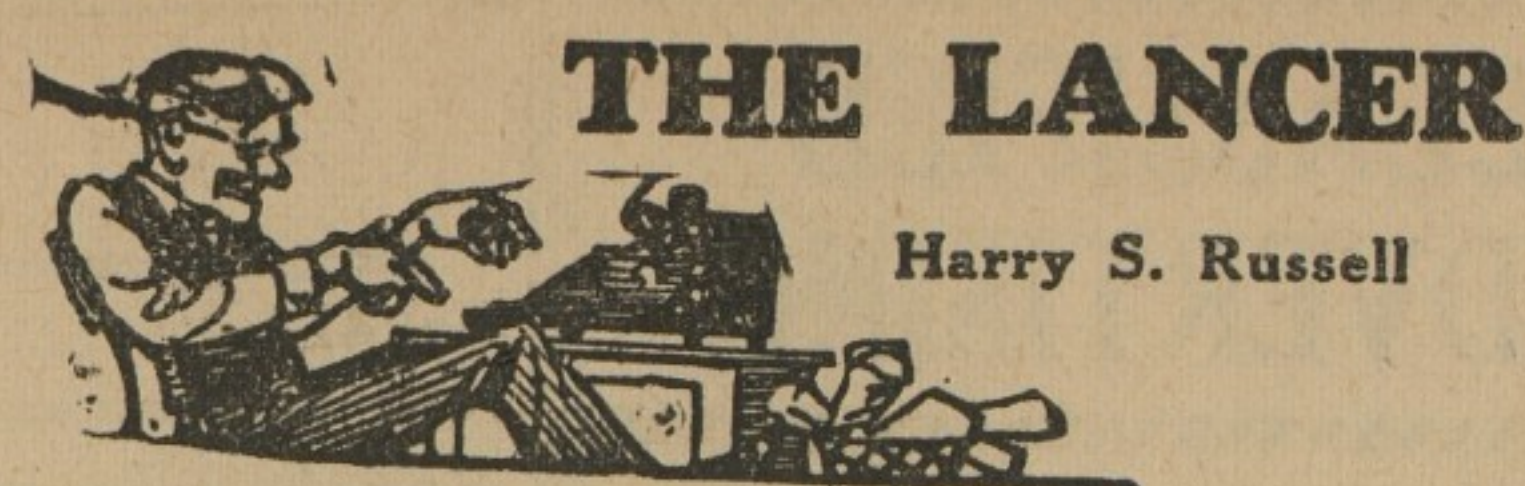
There are but two results that can come from such a policy; either wage scales in this country must be broken down in order to meet this competition, or else public works money taken from the tax-payer will be sent abroad to keep foreign factories operating while American plants remain idle.

No one can believe that the Administration is seeking to lower American wages. The average wage in the steel industry here, for instance, is 225 per cent above the average abroad, and last year 316,661 tons were imported with an estimated loss of seven and a half million man hours to American workers.

Neither can it be believed that there is a deliberate policy of taking money appropriated by Congress to relieve distress in this country and sending it abroad, while industry seeks to increase employment.

The only answer is that there was some middle-headed, but costly, thinking by a youthful bureaucrat who didn't bother to look beyond the end of his nose to see the effect on American workers.

Many mistakes are made in this world, but we have yet to hear of a moth making a mistake and eating a hole in a patch.



ANCHORS AWEIGH

The height of something-or-other is to ask anybody who has just returned from a regatta, "How were the races?" That's foolish question number one, topping all the crazy queries with two boat lengths to spare.

I know a fellow who has attended one particular regatta for something like ten out of the last twelve years and has yet to see his first race. My own record, while not quite so extensive, isn't to be sneezed at.

Several times I have missed this particular regatta because I couldn't get my ships in a row. And the races I have seen have been the ones in which I participated as a member of the crew of some ill-fated sailing craft.

When I say no one goes to a regatta to watch the boat races I am including, for the most part, the starters, judges and other officials. Now I have never been an official at a boat race but I have observed some in action from a very close range.

And as a further proof of the point I know a fellow who was awarded first prize, and took it, for a race in which he never sailed. It was a free-for-all affair and for some reason or another he was ten or fifteen minutes late getting to the starting line.

About the only people attending a regatta who can lay any valid claims to having seen the races are those who line the shore at various vantage points along the course.

Not even the reporters who cover the events for your favorite paper give you first hand information. I know because I have reported several of the affairs for the daily journals.

For the most part the day's races are covered from the record sheets of the officials after the close of activities. A fellow with an early deadline might peep over the shoulder of the clerk of the course in mid-afternoon but hardly before.

A natural question and one not so foolish as "How were the races?" is "What do people attend regattas for?" That query isn't as foolish as the one that formed the original premise of this article but it is a thousand times as difficult to answer.

Enumerate those in attendance at any such event and you would probably have just that many reasons for being present. Some, but mighty few, might go with the hopes of getting a glimpse of a race now and then.

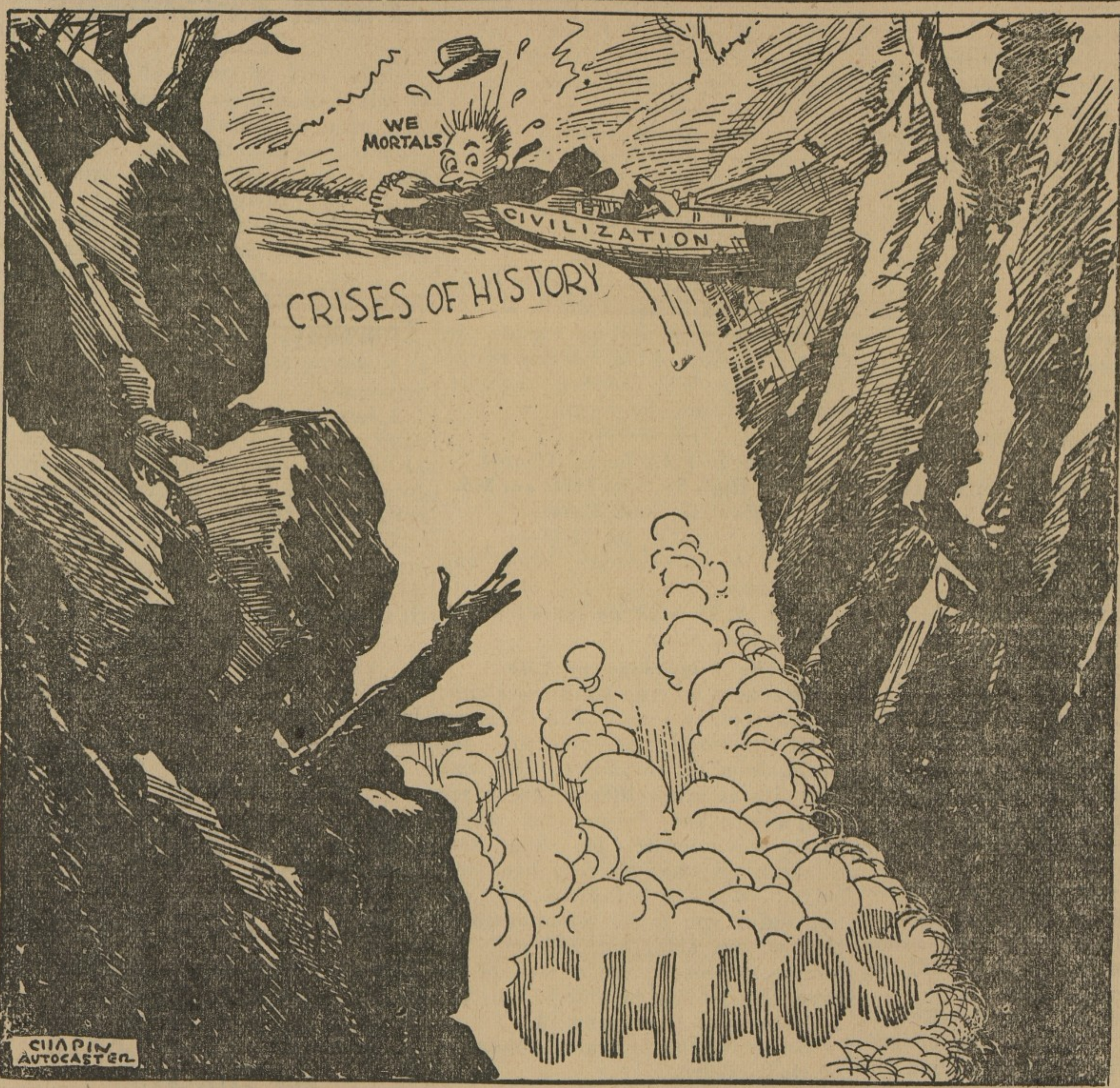
For those who haven't been able to get to the seashore a regatta affords a wonderful opportunity to get a coat of sunburn. I expect the first thing the girls reach for when a regatta cruise is mentioned is a jar of that oil which is supposed to help along a beautiful job of sun-tanning.

If in my capacity as an old regatta-goer I were asked for any hints by someone about to join this ever-increasing cast I would make but a few. First, I would suggest at the earliest possible moment a neat job of falling in the water when stepping from a wharf or tender to some cruiser.

I would further suggest staying up all night singing or something for then the day aboard ship is not half so long or tiresome. You can sleep on deck, getting your coat of suntan, rousing only to eat and drink.

That is about all most of the regatta-goers can accomplish in their first attempt. But as soon as possible a smattering of nautical terms should be acquired and used freely.

BUT SOMEHOW, WE NEVER GO OVER — by A. B. Chapin



The Book By Bruce Barton

OUR DEBT TO JEROME The only way to find out who wrote a particular book of the Bible, or at what time, is by a study of the book itself.

So it is the function of the higher critics to find out so far as they can the date and authorship and relations of the books each to the other.

The Biblical critic to whom the world owes most is Jerome, who lived in the fourth century. By that time Latin had come to be the language of the western church and there were Latin translations of the Bible, but poor ones, made from very faulty manuscripts.

Jerome was an eminent scholar, and to become still more proficient he went to Palestine and lived for a long time in Bethlehem. Two good women, a mother and her daughter, went with him; the mother, being a widow and possessed of wealth, furnished money and looked after his health.

Was he thanked for his work? On the contrary, he was denounced for tampering with the word of God. His name was a byword and a reproach.

Forestry up our way Early the other morning I heard the sound of woodmen's axes, followed by the crashing of a falling tree.

20 Years Ago In The Enterprise

WEDNESDAY, AUGUST 11, 1915

Water was run in the new elevated tank Saturday and tremendous pressure was placed upon Chestertown hydrants, showing that we will have a good pressure in case of fire.

Kent county has 31 miles of State road and 435 miles of county road, according to latest estimates.

After a day of mist and fog last Tuesday one of the worst storms in recent years swept over Kent and Queen Anne's county last Wednesday leaving great damage in its wake.

Mr. Josias Massey of nearby Queen Anne's county sold 100 bushels of wheat last week to Mr. Robert Crane, of Baltimore, for \$200. It will be used for seed wheat.

A number of arrests were made last week of autoist speeding between Chestertown and Church Hill, Deputy Auto Commissioner L. C. Hopkins and Constable W. M. Dunn, of Church Hill, making the arrests.

Today and Tomorrow By Frank P. Stockbridge

IDEALS the approach I find no essential difference between the avowed objectives of all the different groups which are striving to put their ideas into effect, all over the world.

My feeling is that every plan to make the world over will fail unless and until it is approached as a spiritual problem. Politics cannot instill the spirit of fair play and tolerance; still less can war make for brotherly love.

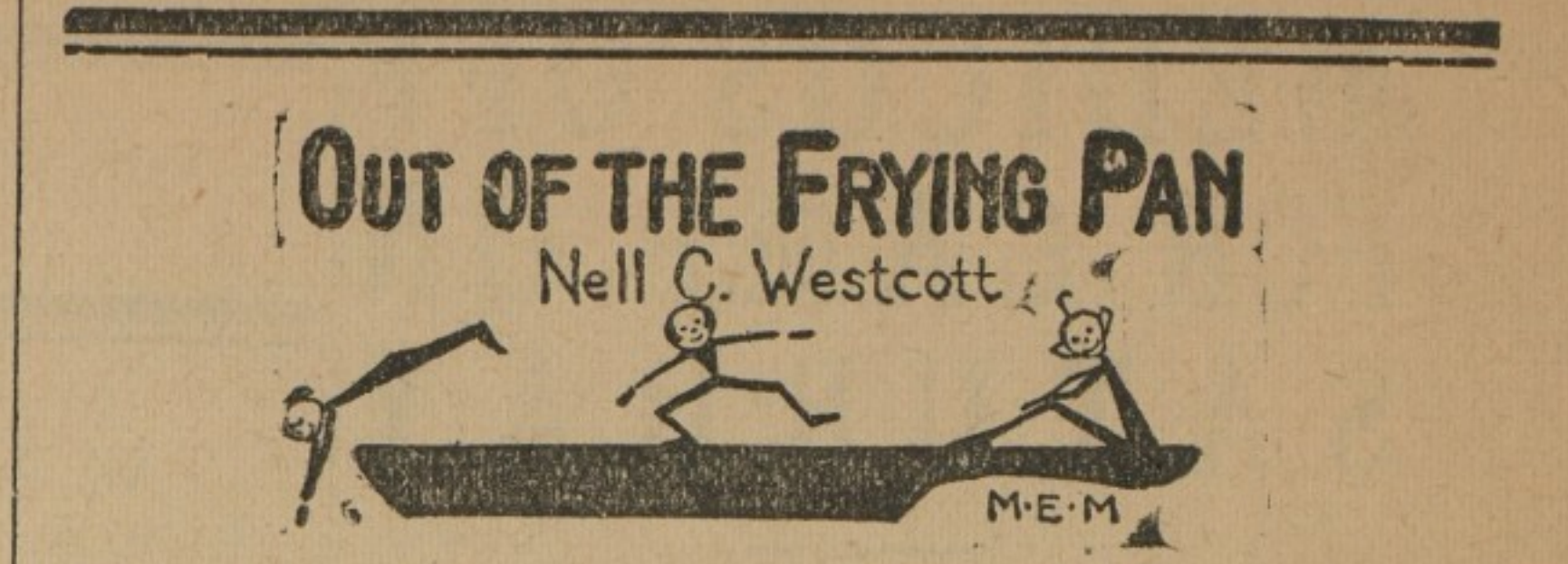
MONEY changes Money and customs concerning money are constantly changing. I don't know how many local names there are for the sum represented by 12 1/2 cents.

In the South, as far north as Virginia, I used to hear 12 1/2 cents called a "Levy." I do not know whether the term is still in use or not.

COINS proposed The Treasury is proposing to issue new kinds of money. Half-cent pieces of copper, and one mill—a tenth of a cent—coins of aluminum, may soon come into use.

FORESTRY up our way Early the other morning I heard the sound of woodmen's axes, followed by the crashing of a falling tree.

MULES war steeds The preparations for war in East Africa have sent up the price of American mules!



Imagine my amazement after ridiculing New York customs of around 1900 in regard to not allowing men to appear in shirt sleeves, to read in the current news that one man was requested to take a service elevator in a New York building because he was coatless and another man is bringing suit because he was also denied the privilege of entering a passenger elevator.

Hope you didn't miss the editorial in the SUN about the set-in baths for the executive mansion in Annapolis!

Camp Ritchie has always seemed too far away for a visit while the National Guards are there so it was the next best thing to see the Delaware National Guards on parade at Bethany Beach last Sunday.

There must be thousands of disappointed Boy Scouts now that their marvelous National Jamboree has been counted out but if ever there was a wise act that was one.

The National Reemployment Service office is a busy place these days and in the near future an intensive schedule of reinterviewing is to take place.

Hot weather seems to be starting in again but there is the consolation that it can't last so very long. The summer is aging rapidly.

I advise my fellow columnists to get some copies of "Colum Review" which is a hash of some famous columnists work, plus snappy articles. I came across a copy and enjoyed it a lot.

"Drowning Dog Guilty of Cruelty to S. P. C. A. Agent" so a headline says, with a chuckle. In other words the drowning dog bit his rescuer and that brings up the new ruling about stopping to see what one can do for a dog if a motorist happens to injure it.

Every time they bury the hatchet in Europe, they have the handle sticking out of the ground.

Being cool towards your friends invariably raises their temperature.

Knowledge is essential to success, just as timber is necessary in building a house, but neither is at its best until well seasoned.

A prominent physician is quoted as saying that a woman is prettiest at 45, but who ever heard of a woman that old?

The pioneers of this country had one advantage. All they had to fight was the Indians, while today we have to fight bandits, burglars, grafters and installment salesmen.

One way to keep your car from being smashed while it is parked, is to park beside a new machine. The owner will back out without hitting your car.

who made a comfortable fortune by sending several shiploads of Missouri mules to South Africa and selling them to the British army.