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"Musts" For Traffic Safety

Julien H. Harvey, managing director of the National Conservation Bureau, lists six vital "musts" for the solution of America's Number 1 accident problem — the street and highway death and injury toll.

First, all drivers must be licensed, and only after stringent tests.

Second, real, not perfunctory physical examinations of drivers at periodic intervals is important.

Third, all high school students should be educated in safe driving, through specially devised courses.

Four, there must be more stringent enforcement of laws affecting both drivers and pedestrians by the police and traffic courts.

Fifth, ticket fixing must be 100 per cent eliminated.

Lastly, all safety organizations should give their primary effort toward discouraging the speed mania—principal cause of the bulk of serious accidents.

These "musts" provide a well-rounded traffic safety program, within the power of any tsate or community to meet. They touch the all-important high-spots — education, examination and law enforcement. They deal with specific cures, not more or less meaningless generalities, and represent the only kind of program which has a chance for permanent success.

America has had enough of reckless drivers —of ignorant youth taking the wheel for the first time—of the ticket-fixing racket that lets the guilty man with pull go free—of the callous indifference toward others that the speed maniac displays. Every one of the 48 states, every one of the thousands of villages and cities in the land, must give its energies to solving the traffic problem.

Big Business

Agricultural marketing cooperation has become a big business.

The total assets of these cooperatives now exceed 500 million dollars, of which more than $287,000,000 represents investments by members, of their hard-earned cash.

This money hasn't been spent for any will-o'-the-wisp. The farmer who belongs to a well-managed, aggressive marketing cooperative gets his money's worth and more. He gets not only the services of a selling organization which can bargain on equal terms with distributors, but invaluable services and advice regarding crops, soil utilization, care of dairy herds, etc.

Whoever first thought of the marketing cooperative idea turned out one of the best friends the farmer ever had.

Foreign Trade

If it were a sporting event, the contest now being waged between the United States and Germany in seeking foreign markets, principally in Latin America, could aptly be advertised in this fashion: "Cordell Hull and his Reciprocal Trade Theory vs. Adolf Hitler and his German Barter System—the show of the century." As Business Week puts it, in more sober vein, The political battle which ended in the Munich truce was fought almost entirely in Europe. Its sequel is a vast trade war that is going to be fought in the Americas.

This is primarily a conflict between two philosophies of world trade. Mr. Hull, as his long congressional record shows, is at heart a free trader. He is also a realist, and thus knows that the ideal of free trade is not attainable in the world at present—and in all probability will not be for decades to come, if ever. Therefore, he seeks what he believes is the next best thing —trade agreements between this and other countries designed to promote the freest possible flow of goods with the lowest possible tariff costs. Mr. Hull believes in this not only because he thinks it is good for world commerce—of greater importance, he feels that strong and amicable commercial ties between great powers is the best guarantee we can have of world peace. So far a large number of treaties have been concluded, the most important one being that effected with Canada. And a new and potentially more important one still, is about concluded with Britain and will go into effect, according to schedule, the first of next year. Under the terms of these treaties, the great bulk of deals are consummated in cash—dollars, lire, pounds, francs, rubles, or whatever currencies are used in the nations involved.

When you do business with Germany, however, cash is the one thing you can't get. The Reich has next to no foreign credit. Therefore, at Hitler's bidding, Dr. Schacht of the Reichs bank put into effect a curious and novel scheme. If you, for instance, are an American manufacturer of typewriters, and accept an order for ten thousand machines from Germany, all you get when they are delivered is a credit. You may use this credit within Germany to buy cameras, toys, liquor, or anything else that is produced in German territory, to the value of the typewriters you have sold. If you have a market for such German products, or if you can find a buyer for your credit, well and good. But otherwise you can't get real money.

Today Germany, as this column has pointed out before, is looking more and more to South America. Conquest of the Sudetenland has greatly increased German industrial production, and she must find markets. Furthermore, she is often able and willing to make far better barter deals than we can make in cash deals. In central Europe Germany has already taken a large part of the great market which once was largely monopolized by the English. She is threatening to do the same thing to us in the Western hemisphere.

What will come of this growing conflict—and make no mistake about its seriousness—cannot yet be forecast. Perhaps we will change our foreign policies somewhat in order to successfully meet German competition. And perhaps still more possible, is the chance that Hitler will take the initative in resuming trade relations with this country—the last trade agreement we had with Germany was canceled by Hitler in 1934, and we have done relatively little business with her since. As Business Week also says, there are three big reasons why Hitler might desire this: (1) Germany needs American buyers to absorb some of the products of the Sudeten; (2) Germany also needs us to absorb some of the produce of her own internal industries; (3) If the Anglo-U. S. trade agreement does go into effect, as seems almost certain, this will destroy a valuable export market for Germany, unless adjustments can be made.

This drama is well worth watching—it is the sort of thing that determines world prosperity or world depression, as well as peace and war. Whatever happens, it is a colorful and novel chapter in the long history of international commerce.

Fog

The weather man calls it the meeting place between a moisture-laden tropical front and a cold, dry polar front. Most people just call it fog. Of all the elements that now and then disrupt the even tenor of our complex ways of mechanized motion, it is safe to say fog is still the most defiant, themost puzzling phenomenon inventors have tried to solve. We climb the highest mountains and ford the deepest streams we can make a whisper heard around the world; we can even vault the clouds, but we can't see through them. When a cloud comes to rest upon the earth, traffic signals blink and headlights grope in vain.

While State troopers in New England were shooting drivers off the highways one night recently, and pedestrians pondered the Londoner's traditional knack of finding his way from one lamp post to the next, doubtless both drivers and walkers were wondering, too, how long it would be before natural science would find a means to head off these ethereal collisions on the tropical-polar fronts. Modern research has tamed almost all the forces of nature. All but that tantalizing, moisture-laden wraith which—as Carl Sandburg once said—still "comes on little cat feet," and snarls up traffic like a ball of yarn.

To Make Saving Safe

A respectable number of American economists believe that the business recession from which the country is now recovering was precipitated by too quick a tightening of federal purse strings in the spring of 1937. The theory—and it seems to be generally accepted in Washington—is that the Government started to save money quickly, or faster han private enterprise increased its spending. This meant a period when national purchasing power fell off, and that is believed to be the time when recovery went into reverse.

Now that business is once more on the upgrade and WPA expenditures are being curtailed President Roosevelt apparently wants to be sure that federal spending doesn't stop before private spending is ready to take up the slack. In other words he wants to make saving safe. This rather paradoxical duty appears to be one of the purposes of the advisory board just appointed to study fiscal policy in relation to national income. One cannot be too flippant about serious questions of adjusting national fiscal policy but it is necessary to ask whether there is any danger that the Government, in view of new and politically strong demands for money from arms, farm and pension groups, is likely to save too fast in the next two years.

Spenser—"Poet's Poet"

It was recently decided to investigate the memorial to the Elizabethan poet, Edmund Spenser, in Westminster Abbey, in the hope that a hitherto unknown set of verses by William Shakespeare might be found. Though the result was disappointing, Spenser got into the headlines in the less important sections of several British newspapers. Yet it would be inaccurate to suggest that it has aroused any very great or widespread interest in the auhor of the Faerie Queene.

For that phrase, the poet's poet, which Chas. Lamb ascribed to him in honor, has, as far as the general public areconcerned, been almost the end of Spenser. If he is liked by poets, who are clever fellows, he is probably difficult; and if he is difficult, he is better left alone. So the argument has run, to Spenser's great detriment. But even those who have never seen a line of Spenser's own are indebted to him, for there are few people who have not read, from Byron's Childe Harold, the cantos about the battle of Waterloo, beginning, There was a sound of revelry by night.

The legend of Spenser's difficulty is, in fact, largely ill-founded. Some of his shorter poems are as simple as Wordsworth. If he often composed in the confused style of mediaeval allegory, he could also write as clearly and ringingly. It has been said that he was the first writer since Chaucer to make English seem the natural language of poetry.

Drunkenness Condoned?

"I never believe in punishing a man for being intoxicated," says a New York Magistrates Court justice, "but there is one thing about drinking under modern conditions that is a distinct peril. The traffic figures of death in the street by motor accidents show that almost 50 per cent of those who are killed had been drinking heavily." As a partial remedy for this situation the magistrate urges police officers as a kindness to remove such men from the streets and to detain them at the police station if necessary until they are able to negotiate safely. Yet it is to be hoped that drinkerswill not read this magistrate's words as condining drunkenness. One of the unfortunate features of drinking is that rarely does the imbiber injure himself alone. And the damage done by intemperance goes far behind the headlines telling of destruction on the highways.

See Further Expansion In Poultry Industry

Feed costs that are low compared with egg prices will favor winter e g g production and further expansion of the poultry industry in 1939, extension service officials said this week

In discussing the annual outlook report for poultry and egg producers, it was pointed out that this rather marked expansion in prospect for the poultry industry during the coming yar may rsult in some contraction the following year. But the swing in production over the next four or five years as a whole is likely to be upward from the relatively low levels of the past several seasons.

The outlook report issued by t h e Bureau of Agricultural Economics, cites several factors that favor re-expansion from the low point to which poultry production has fallen since the high of 1928. Of major importance is the more abundant feed supplies in most of the recent drought areas where laying flocks and feeding for production had been esr iouslay curtailed.

Reduction in numbers of layers during the past 10 years has been sharpest in the central parts of the country and least marked—only 2 per cent—in the areas of commercial production in the Northeast. The highly commercialized areas of the Western States, in contrast, have shown a decline of 17 per cent.

This sharp decrease in the Western States is attributed by the Bureau to the low level of egg prices which made it difficult for eggs from the far West to bear the cost of transportation to Eastern citics. Another factor tending to operate against Western producers has been the increasing proportion of high quality eggs produced in other areas.

But little change has occurred in the position of the South as a competitor in commercial markets during the past several years. The South, since 1928, has maintained practically a constant proportion (30 per cent) of the hens of the United States, but has not increased its rate of lay so much as the rest of the country. The south, it was said, probably will endeavor to increase production in the future both because of the trend toward diversified farming and because of the demands of its increasing urban population.

Other important trends within the poultry industry are cited as (1) a continuation of the long-time trend toward a higher rate of lay per bird, and (2) a continuation of the trend toward commercial flocks. The development of alrge-scale commrcial egg production has been especially marked in the North Atlantic States during recent years, and indications point to a continued increase in the proportion of eggs from commercial laying flocks.

Herman A. Hunter, Canning Crops Specialist for the University of Maryland Extension Service, says that according to the last census there are 209 canning establishments in the State of Maryland which produce canned products valued at $32,020,789.

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9:00 a.m.	9:00 a.m.
10:00 a.m.	10:00 a.m.
11:00 a.m.	*-11:00 a.m.
12:00 Noon	12:00 Noon
1:00 p.m.	1:00 p.m.
x2:00 p.m.	2:00 p.m.
3:00 p.m.	x-3:00 p.m.
4:00 p.m.	4:00 p.m.
*5:00 p.m.	5:00 p.m
6:00 p.m.	6:00 p.m.
7:00 p.m.	7:00 p.m.
8:00 p.m.	*-8:00 p.m.

*-Denotes bus connections via Matapeake, Romancoke and Claiborne.
x-Denotes bus connections via Matapeake only.

BETWEEN ROMANCOKE AND CLAIBORNE

Leave Romancoke	Leave Claiborne
**9:00 a.m.	8:00 a.m.
11:00 a.m.	**10:00 a.m.
2:00 p.m.	1:00 p.m.
4:00 p.m.	3:00 p.m.
**6:00 p.m.	5:00 p.m.
8:00 p.m.	**7:00 p.m.

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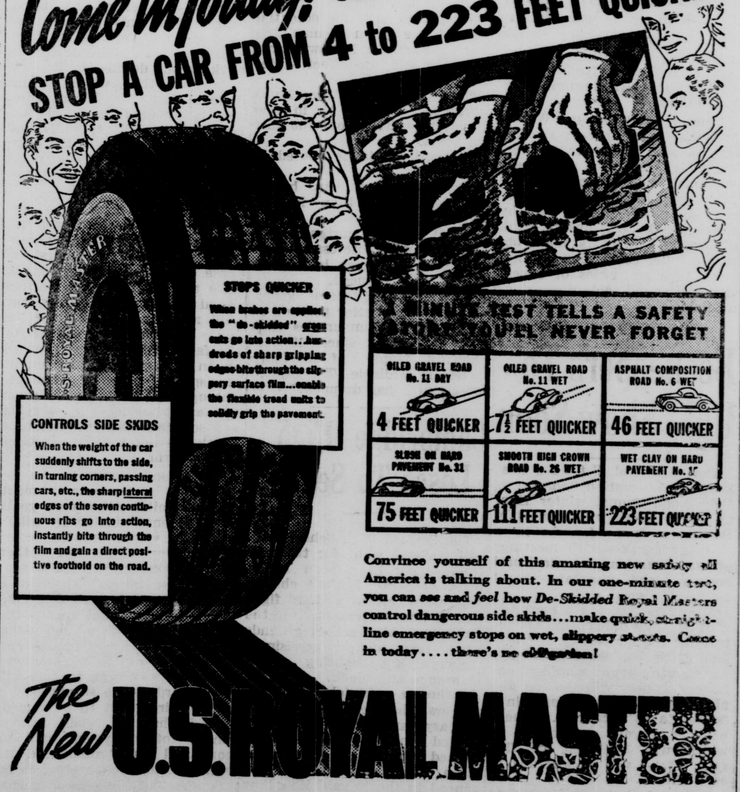

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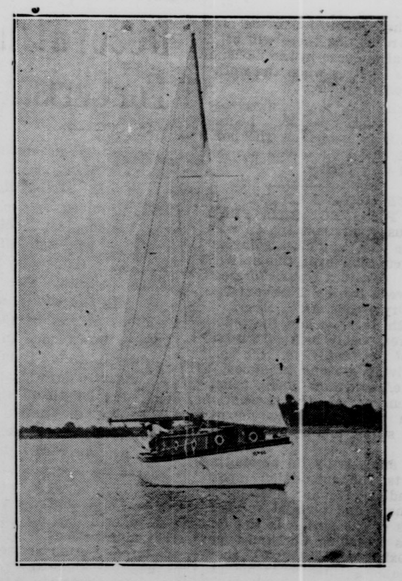
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