Devoted To The Interests Of The Eastern Shore Of Maryland

CAMBRIDGE TRIBUNE

The Tribune Goes Into Nearly Every Dorchester Home

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Oystermen's Bodies Found In Waters Of Choptank

The body of Capt. William Bradford, 77-year-old dean of Chesapeake Bay oyster boat skippers, and the body of another oysterman, Spry Mills who had been missing since February 10, were found Sunday a few hours after a thunder storm swept the Choptank river and vicinity.

Captain Bradford's body had been missing since February 3, when a sudden squall swamped three boats of the Choptank river oyster-dredging fleet and nine men were drowned. Bodies of other victims of the disaster were recovered, but an intensive search failed to locate the body of Capt. Bradford.

The body of Spry Mills, about 50, who lived in Cambridge, was sighted in the water off Long Wharf by Allen Hurley, who notified Sheriff James R. Thomas' office.

Electrical and thunder storms such as swept this area Saturday night often bring bodies to the surface, watermen say, and after hearing that Mills' body had been found, Rufus Elliott started a new search for Captain Bradford's body.

Elliott, another Cambridge waterman, sighted the body between Howells Point and Dividing Creek, about two miles from the spot where the three oyster boats were capsized.

The body had been washed to the bank of the Choptank, he told the Sheriff, and was lying in water only a few inches deep.

Captain Bradford's family had offered a $100 reward for recovery of the body. A $25 reward had been offered for informations leading to the whereabouts of Mills who. when last seen, had been going toward the wharf to board a boat on which he worked.

Carlos Hanna, acting coroner, was notified and after viewing the body of Capt. Bradford, waived an inquest.

Dr. T. L. Coll, county physician performed an autopsy on Mills' body, but did not report as to the cause of death. An inquest was scheduled to be held last night by Mr. Hanna.

Mills is survived by a widow and two children. He had lived in and near Cambridge all his lifeand was well known.

Captain Bradford was swept from his boat, the Agnes, with four helpers, all of whom were drowned. Six of the nine men lost in the storm were colored.

Women's Jury Bill Defeated In Senate

The women's jury bill was killed Monday night in the Senate under what has been termed "mysterious circumstances".

Apparently determined to dodge a most controversial issue—although some of its desk officers said the secrecy was used to "preserve the dignity of the Senate" — the upper chamber formed the highly unusual procedure of going into executive session to discuss the measure, and behind closed doors apparently decided upon its death.

The doorkeepers were allowed to admit the public, which included the ardent feminists "who glared down all opposition in the House", only as an unfavorable report from the Judiciary Committee was announced on the floor.

President Arthur Brice (Dem. Kent), called for a voice vote. There was a chorus of ayes voting for the unfavorable report and the death of the bill. There was another chorus of noes, and to the uninitiated it certainly sounded as though the noes had it.

Senator Brice ruled without hesitation that the ayes had won, and the bill became just another scrap of paper.

The feminists came within an ace of victory. They had badgered the House into bowing gallantly and passing it along to the Upper Chamber. They had heckled Governor O'Conor until finally he issued an announcement that he favored it.

They had pressed the Senate Committee on Judicial Proceedings until "the members ran for cover every time the women appeared." In executive session the committee voted to let the measure remain in the safe.

Then the feminists found three Senators who were willing to sign a petition, and the bill was forced out to meet the secret killing it received Monday night.

This bill was the mandatory measure, which would have forced women, just like men, upon juries whether they wished it or not.

A bill that would have given women the option of refusing jury service without giving reasons also was introduced into this Legislature, but appears as dead as the mandatory measure.

F. F. A. TO PRESENT FARM PROGRAM

The Cordova Local of the Farm Bureau is holding its regular monthly meeting on Thursday evening, April 13, at 7:30 o'clock, according to President A. D. Miller.

The Cordova F. F. A. under the direction of Mr. C. L. Skinner, has charge of the program for the evening. It will include the following: demonstration—corn germination tests by Raymond Lyons, Gannon Milby and Henry Spies; demonstration—soil testing for lime needs by Kenneth Dulin and Aubrey Stinson; demonstration: testing milk for butterfat content by Jack Dodd, Charles Dulin, Harvey Huneman, and Ray Hutchison; Playlet — Ferdinand the Bull by the First and Second Pear Agricultural classes.

The public is cordially invited to attend.

9 Counties May Maintain Roads

Nine of Maryland's twenty-three counties will maintain their own county roads beginning October 1, if a bill passed by the Legislature is signed by Governor O'Conor.

Any of these counties, however, can request the State Roads Commission by September 1 to take over the maintenance of their county roads under the measure.

The bill also provides that fifty per cent. of the funds allotted to each county from the proceeds of the lateral-road gasoline tax should be used exclusively for new construction and the remainder for maintenance of county roads, debt service and payments to incorporated towns.

Under the existing law three counties—Anne Arundel, Baltimore and Harford—now maintain their own roads. The three would continue to do so under the proposed law. The other counties which also would maintain their roads are Frederick, Howard, Prince George's, Cecil, Montgomery and Washington.

The earmarking of fifty per cent. of the counties' gas tax funds for new construction was provided in the bill because during the next biennium the counties will receive almost double the funds they now receive. The decision to stop gasoline-tax diversions will make the additional money.

Under Governor O'Conor's budget, $28,803,605 has been provided for road purposes during the next two fiscal years, or $7,735,391 more than the sums made available during the fiscal years 1938-1939 under former Governor Nice's budget and a bond issue.

From the proceeds of the gas tax, the counties in the next biennium will receive $5,688,470, which is $1,515,983 more than was allotted to them under the Nice administration, according to William A. Codd, chief auditor of the Roads Commission.

Under the new act, the roads commission would construct new roads for the counties. However, any of the nine counties which might maintain their own roads also could take over new construction if they set up a roads organization headed by an engineer, it was explained.

The county road organizations, however, would have to submit for approval plans and specifications and the cost of proposed new projects to be undertaken. No such work could commence until the Roads Commission had given its approval.

While the bill passed by the Legislature provides that fifty per cent. of the allotments to the counties should be used for new construction, some of the counties — Allegany, Calvert, Kent, Harford, Baltimore and Anne Arundel—would be able to use a great deal of their total allocations for debt service, it was pointed out.

This will be permitted because these counties have been given such authority by the

EASTER CANTATA AT CALVARY M. P. CHURCH

The Choir of Calvary M. P. Church will give a Cantata entitled "The Everlasting Life", Easter Sunday afternoon at 3 o'clock.

The Choir will be assisted by Mrs. John C. North, Soprano, and Mr. Richard Goldsborough, Bass.

Chain Letter Fad Is Back

A revival of the chain letter "craze" has struck this section of the Shore in recent weeks. This time, however, the chain is in the guise of a dish-towel and silk stocking chain-letter, or package.

The newchain works on the same order as the money letter.

You are warned not to break the chain. You send copies of the letter you receive to three persons, with a dish towel or a pair of silk stockings enclosed.

And so the chain keeps on and the idea eventually is to be flooded with dish towels or hosiery.

Advise Growers To Study Seed

In the spring of the year, when plans are being made for the coming tomato season, it is well for the grower to consider the merits of the various varieties of tomatoes, especially with reference to some of the newer ones which may or may not be adapted to conditions in this state. According to Herman A. Hunter, canning crops specialist for the University of Maryland Extension Service, while Marglobe and Greater Baltimore, or some selection of the latter, continue to rank near the top year after year, there are a number of other tomato varieties which have given promising results in different localities in the state. Included among these varieties are Rutgers, Brown's Special, White's Number Four, Pritchard and Stokesdale.

Rutgers is probably the most promising new variety for canning purposes. It was used by a large number of growers in the state for the first time several seasons ago. In most instances it yielded as well as Marglobe and many times developed better color. However, as this particular variety was not successful in all trials, Mr. Hunter recommends caution in adopting it.

Brown's Special, a variety which has increased rapidly on the Eastern Shore, lost in favor a year or so ago due to its extreme susceptibility to blossom-end rot.

White's Number Four, a comparatively new variety produced by T. H. White of the University of Maryland Experiment Station has given good results in certain communities. It sets a smaller number of fruit than Marglobe but sizes them up larger and would seem worthy of a trial, particularly on lighter soils, it is said.

Stokesdale seems to be the most promising of the new varieties for early market, although it is not so satisfactory for green wrapping. Penn State is also early and sets well but does not have enough foliage to color its fruit properly in most sections of Maryland.

PRE-BLOSSOM SCAB SPRAY SHOULD BE APPLIED

Eastern Shore and Southern Maryland apple growers are advised to apply the pre-blossom apple scab spray at once, as the ascospores of the scab fungus are almost ripe and will be discharged with the next prolonged rain, according to Earnest A. Walker assistant plant pathologist for the University of Maryland Extension Service.

Walker points out that this is the most important spray for the control of apple scab and in order to avoid scabby fruit at picking time the spray should be applied thoroughly before the spores ripen and are discharged into the air. In the western part of the State this spray should be applied a week to ten days later.

Apple scab spray is made by mixing two gallons of concentrated lime sulphur solution (32 degrees Baume'), three pounds of arsenate of lead, and sufficient water to make 100 gallons of spray. Arsenate of lead is included in the spray to kill curculio, bud moth and other chewing insects.

Walker says that it is essential to have the new foliage covered thoroughly during the period of greatest scab spore discharge in order to control the disease.

BUMPER CRAB CROP EXPECTED THIS YEAR

The unusual warm weather this spring will bring a bumper crop of hard and soft-shell crabs, local watermen believe. Two other factors are also playing a large part in making the outlook for this industry bright.

This is the closed season on crabs imposed for the first time in Maryland two years ago, and the regulation which the Virginia seafood authorities

TAX DITCH MGRS. NAMED IN COUNTY

The County Commissioners of Dorchester County met in regular session on Tuesday, March 28th, 1939, with President Jacob H. Robbins, James E. Andrews, Marcie W. Bloodsworth, Commissioners, and J. Gorman Hill, Attorney, present.

The minutes of the regular meeting of March 14th were approved as read.

Mr. Purnell Asplen, of Woolford, was before the Board and discussed the conditions of Parson Creek and Madison Canal, saying that each year men have been employed by the County to clean out the branches and other debris so the water could have clear passage. After some discussion the Board instructed Mr. Asplen to hire the necessary men to go over the two canals with boat and to send the bill to them.

On motion by Jacob H. Robbins, seconded by James E. Andrews, and unanimously carried that the Cambridge-Maryland

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Weather Impairs Easter Plans

With the weather man acting coy, being unable to make up his mind whether to give us a fair or foul day for Easter, shopping in the county was somewhat impaired, merchants reported this week, although the volume of business, from present indications, probably will be as good, if not better, than last year.

The ladies, merchants say, are spending freely that which they have budgeted themselves for new Easter toggery, not being willing to risk a fair Easter Day finding them without new duds, which they may promenade in. They don't mind buying now and finding bad weather forcing them to wear old clothes to church Easter Sunday; but the men aren't willing to buy without being sure that they can wear their clothes at once. At least that's what merchants selling men's clothes report.

Business in flowers, candy and other Easter goods is fine, dealers say.

Plans for special church services are being made, most of the churches started their Holy Week services last Sunday

Company Wins Strike Suit Damages For Over $700,000

Dorchester countians who vividly recall the strife, turmoil, property damage, flagrant violations of the law, business stagnation and wide-spread unemployment which attended the strike in Cambridge nearly 2 years ago, will be interested in the aftermath of a similar strike in Philadelphia.

There, a jury in the U. S. District Court has just awarded over $700,000 damages to the Apex Hosiery Company from a CIO Hosiery Union for losses sustained to plants, equipment and business during a strike two years ago. Suits for over a million dollars are still pending against the City of Philadelphia for alleged failure to provide proper police protection.

The Spirit of Easter

The doctrine of the Immortality of the Soul has been, and still is, the imperishable heritage of the church throughout the Christian dispensation. It is the sublime note to which each pulpit discourse will on Sunday be tuned with lofty thought and poetic diction. There can be no other Easter message. On this day it is paramount over all other theological and religious dogma. It is deep, intricate and almost inscrutable to the finite mind, reasonable only when coupled with unfaltering faith and hope sustained by an unswerving trust in the infalibility of Holy Writ.

Thousands of the faithful throughout the world will be soothed and comforted by the words which will fall from the lips of the men who have been ordained to the high function of the ministry and trained and nurtured in the principles of the Christian religion. It is their high calling and their eminent responsibility in this age of skepticism to maintain in its integrity that firm reliance on the hope of life beyond the grave, without which man would mourn as a hopeless pageant and not as a courageous Christian.

Leaving the doctrinal exhortation of the Immorality of Life to the efficient care of the clergy, let us approach the subject from another angle — one which can be discernible to the human intellect because evidence of its reality is manifest in both the pages of history and experience. The Immorality of influence, good deeds, and character. These things never die. The cold sod cannot cover them. They are the footprints on the sands of time, from which another, seeing, may take heart again. The good influence, the noble deeds, the venerated character of certain men are alive in the world today although their bodies are mouldering in the dust whence they came. Greater and far more durable than any shaft of marble erected to their memories is the indelible imprint that their lives and their lives and their works have stamped on the hearts and minds of posterity. They are the Immortals. Into what mystic shadows their souls may have flown to take their habitation through the eaons of eternity, we can only surmise on faith. What they were, what they thought, what they did, still lives, and will continue to live until time is swallowed up into Eternity.

Were sufficient space alloted to us we could call the long roll of that vast procession of

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CROP INSURANCE IDEA NOT NEW IN AMERICA

Although 1939 sees the principle of "all-risk" insurance extended to wheat growers on a nation-wide scale under the Federal Crop Insurance Corporation, the idea of crop insurance is not new.

Benjamin Franklin was one of the first to advocate the use of insurance to protect farmers against crop losses. In 1788 the crops over a large portion of France were destroyed by a severe storm, and Franklin wrote to a friend in that country:

"I have sometimes thought it might be well to establish an office of insurance for farms against the damage that may occur to them from storms, blight, insects, etc. A small sum paid by a number would repair such losses and prevent much poverty and distress."

In 1888, a German economist, P. Mayet, made a study of crop insurance for the Japanese Government. About 30 years later a crop insurance received public attention in the United States when three companies attempted to write "all-risk" insurance on small grains in the spring wheat area. These attempts failed, partly because a severe drought struck in the first year in the area where the insurance was written.

Other crop insurance enterprises were tried in the early 1920's, but ran into difficulties because of slumps in prices as well as crop failures. While these pioneerinb efforts in crop insurance experienced bad luck, they aided the cause of crop insurance by stimulating the U. S. Department of Agriculture to study the idea and causing farm organizations to sponsor a Government - backed insurance plan for crops.

Crop insurance was translated from an idea to an operating program in 1938 when the Federal Crop Insurance Corporation established and charged with conducting a national program of crop insurance for wheat. It is estimated that the wheat harvest in 1939 will be insured on about 150,000 farms. Under this program, wheat growers may obtain policies which assure 75 per cent of their average yield against all unavoidable risks.

EXTENSION SPECIALISTS STUDY SWEET POTATOES

In tests with three varieties—Nancy Hall, Porto Rico, and Big Stem Jersey—the U. S. Department of Agriculture found that early set sweetpotatoes, about May 20 for Maryland, produce the best yields. Each successive two-weeks delay in the planting resulted in a lower yield of roughly 30 bushels per acre of number 1 grade and 50 bushels total yield. Late planting cut the yield of number 1 grade potatoes to 1-3

Dispensary Bill Passes With Referendum This Spring

Many Yachting Events Planned

With the New London-Annapolis ocean sailing race which will bring crack sailing yachts of the Atlantic Coast again to the Chesapeake Bay scheduled for June 24, and with regattas of newly formed yacht clubs added, the tentative program of the Chesapeake Bay Yacht Racing Association, as announced early this week by Peter C. Chambliss, sportswriter, covers a wider scope of yacht racing events than ever before.

Heretofore, the ocean race starting from New London has been sailed under the joint auspices of the Cruising Club of America and the Gibson Island Yacht Squadron. This race, which is the principal ocean race of the year, has been sailed to the Chesapeake Bay on alternate years. On those years when the racers have not made Gibson Island their rendezvous the race has been from New London to Bermuda.

The Annapolis Yacht Club, of Annapolis, according to Mr. Chambliss, will be the host club of this year. P. H. Magruder is commodore of the club and already he and other officers and a large committee are busy working out details for handling the race and entertainment of visiting yachtsmen.

The racing yachts should finish within approximately three days after the start on June 24, it is said, following the Yale-Harvard rowing races at New London. As one of the features of entertainment there will be a race from Annapolis to Gibson Island for the visiting yachtsmen. A number of Chesapeake Bay yachts are expected to take part.

The Gibson Island Yacht Squadron, of which L. Corrin Strong of Washington and Gibson Island, is commodore, in addition to the usual program of racing events which will be open to all racing yachts of the Chesapeake will this year stage its first regatta.

The regatta will take place on July 21, 22 and 23, and will include events for the larger racing and cruising yachts, star class, moths, comets and Hampton one-design classes, according to announcement of Dr. William M. Rowland, chairman of the racing committee.

Yacht racing on the Chesapeake Bay is principally under the auspices of the Chesapeake Bay Yacht Racing Association, composed of the majority of the Chesapeake Bay clubs, and will get under way on May 28, when the Gibson Island Yacht Squadron will holds its annual Swan Point race which, like all other Gibson Island bay races, are open to yachts of all recognized clubs.

A number of events included in the tentative program of the Chesapeake Bay Yacht Racing Association, are:

June 3-4 — Maryalnd Yacht Club's opening day regatta for cruising star and smaller classes and speed boats.

June 24—Start of New London to Annapolis Yacht Club race.

July 1-2—Annapolis to Gibson Island race for ocean racing and local craft (tentative).

July 3-4 — Rock Hall Yacht Club (new club's first regatta) for stars and other small classes.

July 8-9 — Elk River Yacht Club (new club's first regatta), for stars and small classes.

July 21-22-23 — Gibson Island Yacht Squadron regatta for cruising, racing stars and small classes.

July 29-30—Poplar Island race (Gibson Island Y. S.) for cruising and racing yachts.

July 29-30 — Chester River Yacht Club regatta for stars and small classes.

August 3-4-5 — Miles River Yacht Club regatta, for cruising, racing stars, log canoes, small classes and speed-boat events.

August 6 — Race-back from Miles River regatta under the auspices of the Maryland Yacht Club.

August 11-13—Chesapeake Bay Yacht Club and Tred Avon Yacht Club, dual regattas at Oxford, with race for cruising and racing yachts from Gibson Island, and events for all sailing classes.

August 19-20 — Annapolis Yacht Club regatta for cruising, racing stars and small classes.

August 26-27 — Rappahannock Yacht Club regatta for smaller classes.

CITIZENS OF DORCHESTER COUNTY WILL VOTE ON QUESTION IN MAY OR JUNE

Determined to give the people of Dorchester county an opportunity to eliminate the nefarious illegal traffic in alcoholic beverages and to put the county bootleg ring out of business, the county delegation in the General Assembly during the closing hours of the session passed the Dorchester County Dispensary Bill which was endorsed by a margin of 10 to 1 in the recent Cambridge Tribune Straw-Vote Poll.

To the bill is attached a rigid referendun provision, whereby the voters of Dorchester county must express at the polls whether they favor or oppose the establishment of a dispensary in the county.

For several years there has been a steadily growing sentiment among citizens sincerely interested in practical temperance, that lack of a properly managed, legally supervised dispensary has encouraged wide-spread illegal traffic in alcoholic beverages. It is common knowledge that bootleggers are openly plying their trade in innumerable sections of the county and that legal purchases of liquor are made in other counties which enjoy thousands of dollars in increased revenues as the result of Dorchester county patronage.

Under the new dispensary bill, voters of Dorchester county will vote upon the question at the same time they elect a successor to Congressman T. Alan Goldsborough, who resigned to accept a Federal Judgeship. This election will be held some time during the latter part of May or early in June. The dispensary question will be attached to the ballot in referendum form, with every voter afforded an opportunity to vote for or against a legal dispensary.

It is pointed out that the establishment of a dispensary would place the sale of package alcoholic beverages strictly in the hands of the county, to be operated, supervised and policed by all the resources of the county — as contrasted by the present methods whereby bootleggers operate without supervision of any kind, sell to children or grown-ups promiscuously and provide no revenue to the county.

In the straw-vote conducted by the Tribune, citizens voted 10 to 1 for the dispensary. Members of the bootlegging fraternity already are making frantic efforts to round-up their friends and kill off the dispensary movement. The adoption of the dispensary will sound the death knell to bootlegging, and for this reason vigorous efforts will be made by underworld operators to defeat it.

Innumerable sincere advocates of practical temperance are expressing their determination to support the dispensary plan, convinced that it will promote a more wholesome respect for law and order, contribute more substantially to the morals of the county and at the same time provide useful revenue from a commodity now regarded by the government as strictly legal.

Canners Protest Wage-Hour Act

Senators Tydings and Radcliffe and Representative Cole, of Maryland, on Monday headed a large delegation of canners from the Eastern Shore and other canning centers in a protest against the proposal to include canners and agriculture under the Way-Hour Act at a hearing before the wage-hour division.

Opposition was voiced to the "area of production" proposal providing a fifty mile radius for commodities from which the canning plants obtain their supplies. This question shared equally with opposition to the minimum wage of 25 cents an hour for the industry.

Senator Tydings led the procession of opponents to the proposed interpretation of the act, and explained that much of the commodities canned by Baltimore packers come from as far as one hundred miles from Baltimore packing plants.

"It was not the intention of Congress to include agriculture in the provision of the act,," the Senator asserted. He also declared that many members of the House and Senate had been assured that this would not be done.

"In Harford county, where many canning houses are located, commodities come from thirty to one hundred miles from the plant," the Senator said. He also said inclusion of the canning and agriculture industries under the provision of the act would increase the cost and that this increase would be passed on to the farmer. Speaking of present conditions among the canners of Maryland, Senator Tydings said a case of tomatoes sells for 2 or 3 cents a can less than it costs.

"The problem in Maryland," he said, "is that canners must enter into contract with the farmers for heir canning commodities. Many canning houses will not operate this year if they are put under the provisions of the act.

"In my judgment the inclusion of canners and agriculture under the act will do agriculture in Maryland, Delaware and Virginia incalculable harm," Senator Tydings declared.

Senator Tydings spoke of his knowledge of canning and agricultural interests on the Eastern Shore, and explained that many sections of that part of the State had turned from the growing of grain to the production of fruits and vegetables, because of the importance of these commodities to the many canning centers of this part of the State. He said he fully indorsed the statements made by Senator Tydings.

Representative Bland headed a large delegation of canners from the Eastern Shore and northern neck of Virginia. He likewise indorsed the statements made by Senator Tydings and declared that "I want to say that if Congress thought this proposed interpretation of the act would be put into effect it would not have been passed."

TRI-COUNTY HOMEMAKERS TO HOLD ANNUAL MEETING

The annual tri-county meeting of homemakers' clubs of Talbot, Dorchester and Caroline counties will be held on Tuesday, April 11, in the Armory at Cambridge. Dr. Reuben G. Steinmeyer of the University of Maryland, will be the principal speaker at the afternoon session, and will talk on "Europe Today and Tomorrow".

Dr. Steinmeyer is well known on the Eastern Shore, as he has addressed several enthusiastic audiences lately on the present situation in Europe.

Mrs. Duncan Noble, president of the Dorchester council of homemakers' clubs, will preside at both the morning and afternoon sessions. A considerable part of the morning session will be devoted to music which will be under the direction of Mrs. Benjamin T. Dryden of Pocomoke City. In addition, club members from each of the counties will put on a dramatized version of some well known folk song.

An added attraction on the afternoon program will be a short play to be given by the girls of the Cambridge High School, under the direction of Miss Cleona Brinsfield. Brief discussions of recent developments in home demonstration work will be given by the presidents of the county councils—Mrs. Frank Ziegler of Caroline, Mrs. Duncan Noble of Dorchester and Mrs. Otis Knotts of Tal-

Luncheon will be served by two of the churches in Cambridge. It is expected that between four hundred and five hundred women will attend the meeting.

SUPPER

The Trappe Firemen will hold their annual supper in the Trappe High School on Thursday, April 13. The menu will consist of oysters, country ham, salads, etc.