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34 COOPERATIVE TOMATO BEDS STARTED

Plan Being Followed in 13 Counties Doubled Crop in Cecil Last Year

EXPECT INCREASE IN YIELD

College Park, Md., April 29.—Following in the main the features which were so successful in increasing the acre yields of tomatoes in Cecil county last year, tomato growers throughout Maryland this year will have 34 or more cooperative beds where literally millions of tomato plants will be grown for groups of farmers under conditions designed to produce sturdier and, consequently, better-yielding plants.

The plan, which is being followed in 13 of the tomato-growing counties of the state this year, was tested out in Cecil county last year under the direction of A. D. Radebaugh, county agent, in cooperation with W. R. Ballard, specialist in vegetable gardening for the University of Maryland extension service. Mr. Radebaugh was successful in securing the cooperation of both growers and canners for his initial undertaking and at Chesapeake City he established a cooperative plant bed on the farm of Wallace Williams.

Given Careful Cultivation.

About three-fourths of an acre of ground was devoted to the production of tomato plants. The ground was plowed early in March and the soil thoroughly prepared and firmed and given a final hand-preparation with a garden rake. A half-ton of 2-8-5 fertilizer was drilled broadcast on the field, and the seed, which was certified seed of the Stone and Greater Baltimore varities, was planted between April 12 and 18. After seeding a top dressing of 400 pounds of 10 per cent tankage and about 500 pounds of leaf mold was applied to keep the surface of the ground from baking and to stimulate growth of the plants. The young plants were carefully cultivated from the time they appeared above the ground, the rows were kept free of weeds and the entire bed was sprayed five times to control insect and plant diseases.

Nearly 1,000,000 Plants Grown

Nearly a million tomato plants were grown in the plant bed at Chesapeake City and were distributed to 60 growers who planted a total of 225 acres. The plants were ready to set in the fields about the last of May and were far above the ordinary in vigor and growth. As a result when the final reports came in it was found that the average production of the 225 acres was approximately eight tons to the acre instead of the four tons which proved to be the average for the rest of the county.

The cultural practices varied considerably after the plants were set in the field and, naturally, these conditions exerted marked influence on the total yields. There were yields far above eight tons per acre and others that fell below that figure. The important fact, however, was that Cecil county growers had a convincing argument in the value of plants properly grown and were able to show that increased yields per acre so lowered the cost of production that net profits were obtained in every instance.

Demonstration Was Practical

The demonstration proved to be so practical in character and showed such definite results that an effort was made this year to have tomato growers in other counties give it a trial. Reports received up to the middle of April indicated that there would be 34 co-operative beds in 13 counties.

The plan of having tomato plants grown in a single bed for a group of farmers has appealed to farmers because it involves no complicated or costly methods of procedure and because of the fact that most farmers do not have the time or the equipment to raise tomato plants of the best quality.

The methods of operating the beds which will be practiced in the different communities this year will vary considerably, but the motive in every case will be the production of better plants. In most cases the growers and canners in the different communities will cooperate in the projects, as both groups are interested in improving quality and putting the production of tomatoes for canning on a sound financial basis. Ordinarily the plant beds will be placed in charge of experienced and capable farmers and the plants will be sold at a nominal cost to the growers in that community. In some cases, the beds are being planted by the canners, who will then sell the plants to their contract growers approximately at cost. In either case it is expected that the plants will be held at a figure that will be no higher than the average grower would have to spend to grow a small quantity of inferior plants for himself.

Precautions Against Frost

One of the dangers of the cooperative beds is that a sudden frost might wipe out the supply of plants for the growers of an entire community. Precaution against such a fatality, however, has been taken in most cases. A supply of cheesecloth, which can be thrown over the young plants on the nights when the temperature becomes dangerously low, has been purchased and is being held in readiness in a number of communities. And in all the counties where the beds will be planted frost warnings will be sent to the county agents through the cooperation of the United States Weather Bureau, so that preventative measures can be taken to guard against damage.

Location of Beds

In Harford county at Cedars in charge of Lawson Burkins; at Hickory, in charge of C. E. Rierson; at Belair, W. D. Simmons; at Churchville, in charge of Mr. Bode; at Aldino, in charge of Hugh B. Bailey; at Havre de Grace, in charge of John Cooley.

In Kent county at Betterton, in charge of Harry Willis.

In Cecil county, near Elkton, in charge of Wallace Williams.

In Dorchester county at Federalsburg, in charge of F. B. Tipton; at Hurlock, in charge of T. J. Hackett; at East New Market, in charge of Fred Wright; at Vienna, in charge of Frank Lewis; at Cambridge, in charge of A. K. Austin; at Cambridge, in charge of John A. Skinner; at Woolfords, in charge of Purnell Aspen; at Castle Haven, in charge of E. L. Hubbard.

In Worcester county at Newark, in charge of "Ned" Trader; at Snow Hill, in charge of William Pilchard,

In Somerset county at Westover, in charge of Aaron Mast; at Princess Anne, in charge of J. W. Revelle.

In Caroline county, at Denton, in charge of J. A. Griffin; at Ridgely, in charge of Bert Saulsbury; at Greensboro, in charge of F. P. Rowe; at Preston in charge of the Agricultural Boys' Club.

In addition to these, plans have been made for five beds in Talbot county and one each in Howard, Montgomery, Baltimore and Carroll counties. Dorchester apaprently will lead in the movement with a total of eight beds and an estimated production of 4,000,000 plants, half of which have already been reservd for growers.

The Extension Service the Farm Bureau throughout the state and the Tri-State Canner's Association are all showing keen interest in the development of the various projects and have cooperated in furthering the movement.

Place your order for strawberry checks now with The American Union.

DRINKING AT THE PUMP

By the CRACKER

When the sun is high in the heavens st, and beating fiercely down, with perspiration I am wet, and with a thirst that's dark and brown my gullet's twisted in a lump, my insides like a torch, I grab the handle of the pump which stands inside the porch. I do not wait for cup or gourd, but thrust my face beneath, and work the handle fast and hard with the spout between my teeth. I heave a sigh of glad content as I dig another stump, and swear I'll raise a monument to the inventor of the pump. Though genteel folk with scathing scorn may call my manner rude; that of all modesty I'm shorn, may say the sneering prude; when thirsty as a dervish band on Sahara's barren waste, I am seeking not for tankards grand to adorn my handsome face. I'm thinking not of etiquette or sanitary dope; the ox and I chant a duet when water is our hope. And never does it taste as sweet, like nectar of the gods, as when your lips the nozzle meet and you swallow healthy wads. The medicos may chant their hymns of microbe prohibition, and sundry folk may break their limbs by laughing in derision. Tho I may take the mange and mumps, lumbago and the gout, I'll drink my fillup at the pump, with my face wrapped round the spout.

BIG STRAWBERRY CROP EXPECTED

Growers Estimate Over 3,000 Freight Cars Are Needed To Move Shipments

PLACE VALUE AT $2,160,000

Salisbury, Md., April 30.—The strawberry crop on the Norfolk division of the Pennsylvania railroad and Baltimore, Chesapeake and Atlantic railway points of the Delmarvia peninsula the coming season will be the largest in the history of the cultivation of the fruit. This is the forecast of the Fruit Growers' Express Company, which represents the Pennsylvania railroad in the refrigeration business, based upon a comprehensive survey of the entire territory which has just been completed.

This estimate is got up annually about six weeks before the start of the shipping season, and upon the result of it the company bases its preparations for handling the commodity. The information is gleaned by ascertaining the acreage, as well as interviewing growers, brokers and railroad agents, and is authentic as is possible at this stage of the game.

1,000 More Cars Needed.

An increased movement of 1,000 cars is what the refrigerator company is figuring on at the present time, although figures are revised each week according to weather conditions. The actual movement of cars last year by freight and express from all points was 2,026 cars; while the approximate number which will roll this year is placed at 3000. With 225 crates to the average car and 32 quarts to the average crate, this would make 216,000,000 quarts from the peninsula. Multiplying this sum by 10 cents per quart, a seemingly fair average price for the season, the outlook for returns from this fruit would sum up $2,160,000.

The earliest berries from this peninsula come from south of Onley, Va. Biting frosts have retarded the growth of these berries and consequently shipments which would ordinarily have started about May first will be set back 10 days. From lower Northampton county, Va., prospects are for 100 cars to leave loaded with fruit against 25 last season. This section is just getting to ship under refrigeration to any extent.

Indications at present are that from Onley, largest shipping point in the Accomac section of the Eastern Shore of Virginia berry belt, there will move nearly 300 more cars by freight than last season, when 260 were consigned, while about the same number, 100, are expected to go by express.

Marion station, located on the Crisfield branch in Somerset county, which last year was the largest shipping point for berries on the peninsula, will repeat, according to estimates. Five hundred and eighty-six cars actually moved from this point last season by both freight and express. This year they are both freight and express. This year they are expecting to ship 625 by freight and another 150 by express.

Shipping Centers All Expect Jump.

Selbyville, Del., on the Delaware, Maryland and Virginia branch of the Pennsylvania, where the shipments last year were curtailed by reason of considerable rainy weather, another of the leading shipping points, is figuring on sending out 500 cars by freight and 45 by express. Last year a grand total of 355 were shipped.

The estimates show Pittsville, Wicomico's principal berry market, as 200 cars by freight this year and 74 by express. In 1922 a total of 209 cars were shipped by both methods of transportation. Fruitland, another county station, which sent out 103 cars last year, is expected to move 140 this season.

Increased acreage on the peninsula is placed at 30 per cent, this year.

Experienced Icers To Be Sent.

All the cars are iced at Cape Charles, Crisfield or Salisbury. Last year considerable difficulty was experienced in securing the proper labor to handle this reicing work. To eliminate this labor difficulty this season 100 experienced laborers from Florida will be brought here by the company. These men will live in tents pitched in proximity to the platforms where the icing is done. It is estimated that approximately 24,000 tons of ice will be required to handle the icing this season.

An attractive feature of next week will be the interscholastic Declamation Contest. It will be held in the Masonic hall, on Friday, May 11th, at 8 p. m. Don't miss it.

P. S. C. WILL SEEK TO SAVE M. D. & V.

Commission Will Make Effort to Keep Eastern Shore Road in Operation

PRESIDENT WITHOUT HOPE

"Whatever power the Public Service Commission has to prevent abandonment of service on the Maryland, Delawareand Virginia Railway will be exercised to the limit," said William Milnes Maloy, chairman, and Frank Harper and Ezra B. Whitman, members of the Public Service Commission, yesterday.

Governr Ritchie declared that whatever it was possible to do to keep this Eastern Shore railroad running the Public Service Commission must do and that he would back them up in any legal steps they might take.

In the meantime the Girard Trust Company of Philadelphia, trustee for the Maryland, Delaware and Virginia Railway, was going ahead with plans for the foreclosure sale at Love Point Monday, when rolling stock, track lines and steamboats will be sold at public auction.

President Sees No Hope.

Turnbull Murdoch, president of the railroad, admitted that it looked as though tall weeds would soon be growing between the ties and that no more trains would roll across the Eastern Shore Peninsula between Love Point and Lewes, Del., and that the road's wharves, docks, and boats would soon be lifeless and deserted.

"It is a hard thing for a president of a railroad to have to agree that his line may soon be just a collection of salable junk," said Mr. Murdoch yesterday, "but there is no use denying that that is what may happen. The fact is that the Maryland, Delaware and Virginia Railway has not been a paying venture for some time. The three ferry lines subsidized by the State between Claiborne and Annapolis, Queenstown and North Point, North Point and Rock Hall and North Point have taken away a great deal of our business.

"Motor truck lines running between the farms and the ferries can put Eastern Shore garden produce into Baltimore quicker and cheaper than we can. The railroad is simply losing money too fast, that is all, and the Pennsylvania railroad, which operates it, cannot keep it up any longer."

Thinks "Pennsy" Will Not Buy.

"Is the railroad likely to be bought in by some other operating organization, and continued?" Mr. Murboch was asked.

"Not many people are buying railroads nowadays," he replied, adding, "I am informed on good authority that the Pennsylvania Railroad will not buy in the railroad line,which is the first of the three parcels into which the property has been divided for selling purposes. I am also informed that a group of bondholders may buy in Parcel No. 2, consisting of the Potomac and Rappahanock river boat lines. But what will become of Parcel No. 1 and Parcel No. 3 I don't know."

The group of bondholders spoken of by Mr. Murdoch is represented by Alexander and Green, attorneys, of New York. The Rappahannock river line of boats runs from Baltimore to Fredericksburg, and the Potomac river line runs from Baltimore to Washington. The bondholders will bid on these.

But neither the Pennsylvania railroad nor the bondholders will be bidders on the rail line from Love Point to Lewes, with a steamboat connection to Baltimore, or for Chester and Patuxent river boat lines.

Boat Lines Abandoned.

This was the message given the Public Service Commission yesterday by Ralph Robinson, of counsel for the Pennsylvania railroad, and, so far as he knew, the preferred stockholders were not contemplating any action.

Mr. Robinson was asked if this decision meant the abandonment by the Pennsylvania of the railroad from Love Point to Lewes and of the Chester and Patuxent river steamboat lines. He said that it did, if one cared to express the matter in that way.

Asked what would happen to the lines if nobody but junk dealers should bid on them, he said he supposed the junk dealers would get them.

It is understood that a number of big junk firms in various parts of the country have been advised of the sale and have been told that the Pennsylvania would not be a bidder.

Members of the Public Service Commission, however, are hopeful that service will be continued.

Place your order for strawberry checks now with The American Union.

LOCAL UNITS OF FARM BUREAU ORGANIZED

Local units of the Caroline County Farm Bureau have been organized this week in Greensboro, Thawleys, Concord, Ridgely, Federalsburg, Denton and Preston, while organizations are to be formed in the very near future at American Corner, Bridgetown, Marydel, Goldsboro, Henderson and Burrsville.

Mr. F. E. Yeoman was elected president of the Denton unit, while A. C. Bilbrough and E. T. Orme were elected presidents at Greensboro and Concord respectively. Other officers will be given in next week's paper.

M. E. CHURCH WELCOMES PASTOR BY RECEPTION

A very pleasant evening was spent last Friday when the members of the Ladies Aid gave a reception to the new minister, the Rev. Mr. C. N. Jones and family. The Sunday school room had been prettily decorated by some of the younger girls and the chairs arranged in a cosy manner. A very interesting program had been prepared, consisting of music and recitations, solos by Mrs. Duffy and Mr. George C. Skirven and duets and quartets by other members of the choir were very much enjoyed. Miss Ida Simmons and Mrs. F. R. Owens both gave humorous readings that evoked lots of laughter and applause. A little song by Mabel Rickards and Francis Hignutt dressed as Japanese, and a dialogue by several small boys, as well as a reading by Edith Straughn contributed to the enjoyment of the program.

The ministers of the other churches were called on for remarks and each responded, showing by their remarks how much they enjoyed being there and especially the fact that so much brotherly love and friendship was being shown and felt. Mr. Jones expressed his appreciation of the opportunity afforded him to meet his brother ministers as well as the members of his own church.

Cake and cream were served, the refreshments being passed by the young boys of the church. The fact that the young folks took so active a part was remarked by some of the visitors. Every one went away feeling that they had spent a most delightful evening.

WEATHER REPORT

Dry, sunshiny weather of two-weeks duration was terminated by moderate to heavy rains on the 28th. Much cloudiness prevailed on the 29th and 30th. The closing day of the week, May 1st, was clear. Seasonable temperatures obtained, except on the 28th, which was warm. The mean temperature of the week averaged about 2 degrees above normal. The rainfall of the 28th was above the normal amount for the week.

Peach and pear trees came into bloom in western Maryland and continued to bloom in the northern counties to the eastward of the Blue Ridge Mountains. Apple trees came into bloom, except in the Allegany mountain region, where the buds are showing pink. Strawberries are blooming in the central and southern counties.

Wheat continues in fair to good condition. Rye is good to excellent, and is heading in the southern counties. Pastures deteriorated to fair to poor, owing to the dry weather. Sowing of oats continues in Allegany and Garrett counties and is concluded generally elsewhere over the section; early-sown oats are coming up nicely.

Peas are doing well in the southern half of the section, and are coming up over the northern half, except in western Maryland, where planting continues. Planting of gardens and truck crops continues. Early potatoes are coming up in the southern half of the section; planting of this crop is finished generally over the northern half, except in western Maryland. Tobacco plants in beds are doing well. Sowing of tomato seed continues; the early-sown is sprouting.

The weather of the week was favorable for planting of early crops, plowing for corn, and general farm work. The rain of the 28th benefited wheat, rye, and grass and the germination of planted crops. The growing season is backward. Warm weather is needed.

In Memoriam

In sad and loving remembrance of Maude Anthony, wife of Harry Mac Mahan who departed this life six months ago today, April 30, 1923.

A DEAR FRIEND

SECOND ANNUAL E. S. TRACK MEET MAY 19

Interscholastic Championship Athletic Meet at Washington Field, Chestertown

MANY ENTRIES EXPECTED

Washington College is holding its second annual Eastern Shore Interscholastic Championship Athletic Meet at Washington Field, Saturday, May 19th. The meet will begin promptly at 12 o'clock.

The entry list is open, not only to the winners at the county meets, but also to any and all bona fide students who can meet the age and weight conditions. We are using the same age and weight classes as the Public Athletic League, so that any boy competing in his county meet should be eligible to the same class in the Eastern Shore meet.

This meet is given with the approval of the Public Athletic League, and is in no way intended as a substitute for the state meet at Homewood in June. Entries are confined to the Eastern Shore of Maryland and Virginia—an attempt to build up athletics among our home boys.

Suitable medals will be awarded to the winners—gold for first place, silver for second place and bronze for third place. These medals will be distinctly emblematic of the championship of the Eastern Shore.

Lunch will be served at 11 a. m., to all those taking part. In case of the three lower counties of Maryland—Worcester, Wicomico and Somerset, and the two counties of Virginia—Accomac and Northampton, we will furnish entertainment and lodging over Friday and Saturday, providing notification is sent to the college at least a week in advance as to the number desiring this accommodation.

They are anticipating a much larger list of entries than last year. To properly register and program this list requires quite a little time. Hence the authorities are asking that entry blanks be sent not later than Saturday May 12th.

Events and regulations are as follows: Events—

80-pound class—50-yard dash, standing broad jump, 440 yard relay race (4 boys).

95 pound class—60-yard dash, standing hop, step and jump, 440-yard relay race (4 boys).

115-pound class—70-yard dash, running broad jump, 660 yard relay race (4 boys).

Junior unlimited class—80 yard dash, 220-yard dash, running high jump, 8-pound shot put, medley relay race (4 boys) Nos. 1 and 2, 220 yards, Nos. 3 and 4, 110 yards.

Senior class—110-yard dash, 440-yard run, 880-yard run, running broad jump, running high jump, 12-pound shot put, 1-mile relay race (4 boys).

Regulations—It is agreed that boys shall be classified according to their age and weight. Boys who were 16 years old on or before January 1, 1923 are considered as seniors; all other boys are juniors.

The juniors are divided according to their weight into four classes—80-pounds and under; 95-pounds and under; 115-pounds and under; and unlimited weight.

Boys will be weighed on the day of the meet in the costume in which they are to compete, and must not be over weight.

No boy who has reached the age of 21 years is eligible to compete. A boy must not represent his school after he has become a postgraduate student. A boy must have been a bona fide student since February 1, 1923.

A boy may enter only two events in the meet—one running and one field event.

Relays will count the same as other events—5, 3, 2 and 1.

Events will start promptly at 12.

Inoculation for Soybeans.

Persons desiring inoculation for soybeans can obtain this material from the University of Maryland through the county agent for the small cost of twenty-five cents ($0.25) per tube. A tube is sufficient to inoculate one bushel of soybeans. Anyone wishing this material should write to the county agent at Denton immediately in order that they may have this material in time. It will take from six to ten days to fill the order after it has been received and hundreds of farmers are writing in for this material from all over the state, hence you should order your material right away even though you do not want it delivered for two or three weeks.

In ordering this material from the county agent the following information should be supplied: Name, address, kind of seeds to be inoculated, number of bushel, number of acres to be seeded and approximate date of seeding. Checks to cover the cost of the material should accompany the order.

W. COLLINS THOMAS,
County Agent

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