FOLKS IN OUR TOWN

Blood Relations

By Edward McCullough

AUTOCASTER

YOU NEED NOT FAIL

Ideas change, people change, and with each change comes opportunity. Some of us capitalize opportunity and grow rich. Others are blind to opportunity and remain in the rut.

One night in 1917 while he was eating dinner in a cheap restaurant on the Barbary Coast, San Francisco, Paul Whiteman resolved to rise from poverty to wealth and to make his name famous throughout the world. At that time he was a violinist in a cheap cafe orchestra—a part time violinist at part time pay. As he ate, an outlaw quintet entered the restaurant and began to play a medley of jazz from the African jungle. To him it seemed that jazz was merely a state of mind, a mood, which appealed to human beings seeking to relax. He believed that jazz music, properly introduced, would become popular and he determined to make it so.

A week later he resigned and formed a dance orchestra with fifteen pieces. His musicians were fired with his enthusiasm and agreed to work without pay for a time. In addition to his horns, piano and drum he added two violins, a cello, and a saxaphone and proceeded to hold public concerts on street corners and in parks. Great crowds gathered to watch his antics and so popular did he become that his fame swept Eastward. A year later he was offered the position of orchestra leader in the new Ambassador Hotel at Atlantic City. He was given a four-year contract at a fabulous salary. During the following year the management of the Palais Royal, in New York, got the jazz fever and Paul Whiteman was engaged. His salary was double that of the seaside resort.

Today, at the age of 34, Whiteman is one of the most popular orchestra leaders in America and Europe. Last year, while in London, he played before the King and Queen of England, and a week later the British metropolis "took on" American jazz. Paul Whiteman's wealth today is said to be in six figures. He was born in Denver in 1890.

The Judge's Josh

Poem by Uncle John

We have to use the proper bait in fishin' for a whale, and unless we fish in earnest, we are mighty apt to fail. Unless a feller prides hisself in knowin' more'n the fish, he may seat hiself at supper-time, beside an empty dish. While some may laze along the crick, and never land a thing, there'll be others waddle by 'em, with a dozen on their string!

There's only one condition that compels the perch to bite, and they'll yank the bobber under, if yer hook is baited right. There's tragedy in fishin' same as any other art,—due to ignorance and slothfulness, which can't be told apart! But—the chap will face a platter full of savory beauties, fried, if his heart is in the bait-can that nestles by his side.

And that's the solemn principle that underlies the sport, which is jest as true in enterprise of any other sort!

This Week

By Arthur Brisbane

TEN MEN AND A THOUSAND ONE OAK, $4,000 W. L. DOUGLAS, BUILDER DEMPSEY AND DEFENSE DAY

Very good news for the United States is this:

The President is considering the relative value of battleships and airplanes.

Those that sell battleships at forty million dollars apiece will tell the President that the country can't survive without plenty of battleships.

Manufacturers of hansom cabs would also have said a little while ago that the taxicab couldn't be a real success.

Before the President builds another battleship let him ask the builder this question:

"Are you willing to build that ship for forty million dolars and guarantee that it will be afloat ten hours after being attacked by one hundred thousand dollars' worth of fighting airships?"

If the President discovers, as he will, that a hundred thousand dollars' worth of airships, manned by ten men, can destroy any forty-million dollar battleship with more than a thousand men on board, he will decide not to build battleships.

Governor Pinchot has signed the death warrant of a young colored woman who killed a colored policeman and pleaded self defense. She will be the first woman executed in the State of Pennsylvania in thirty-five years. Governor Pinchot signed the death warrant when he was in the hospital. When he comes out, entirely recovered, it may occur to him that putting a negress to death instead of locking her up is small business for a great State.

The question is not "Does she deserve death?" It is "Does Pennsylvania deserve disgrace?"

There are now regular quotations for counterfeit notes. The average price is $25 for $100 worth of bogus bills. The market is stabilized by the demand for such money, used by bootleggers in buying liquor from the rum fleet, sent by our British brothers.

The managers of the boats are good bootleggers, but not familiar with American money, and many, it seems, have been taking bad money for worse whiskey—which seems fair enough.

A Presbyterian church in New Jersey spent $4,000 in one year, taking care of a huge oak 400 years old. The oak may be worth it. But that sum would have planted several thousand new trees along New Jersey roads. Or, if you don't resent dragging in religion, it would have done a good deal to help some of those "little ones" that are supposed to be more important than many oaks.

Above the base at Quantico, Va., flying machines are practicing, and on the ground our honest U. S. Marines, in deep amazement, "observed that a flock of buzzards, after watching the aviators, imitated all their flying tricks in the air."

You remember the gentleman with his house on fire who gathered in his arms all the furniture he could carry, finally picking up the baby with his teeth fastened in the little dress.

As he lifted the baby he saw a cat walking across the floor holding a kitten in her mouth, and said, "Look at the wonderful imitation of that cat."

W. L. Douglas died in Boston last week. His name will be remembered among the builders of great industry, among those that helped to free humanity from slavery, by making machines do the work of human hands.

He began life driving pegs in shoes for his uncle. He lived to make machines do the work of thousands of human beings and distributed American-made shoes throughout the world.

Those that consider Preparedness and Defense Day a menace to peace please notice this:

Jack Dempsey is prepared. If you doubt it, pull his nose. As he goes through thick crowds everybody knows him, everybody is POLITE. Nobody slaps him or insults him, and he does not hit or insult anybody. HE'S PREPARED and people let him alone. He lets them alone unless they get in the ring with him.

As it is with individuals, so with nations. When they are prepared, and people let him alone unless they have peace.

PEOPLE WOULD PAY IF RAILROADS WERE GOVERNMENT OWNED

Third Party Plan Would Take Revenue From States Involved.

If the railroads of the United States should be taken over, owned and operated by the government, the vast taxes now paid by the railroads would have to be paid by the people, according to Will R. Wood, member of congress from Indiana and chairman of the Republican National Congressional committee. Mr. Wood has made a careful analysis of the situation, noting the tax payments by the railroads to the several state governments last year.

If the roads were owned by the government they would be tax free just as the post offices now are. The states would still need the money, just as they do now, and as a result additional taxes would have to be levied on the citizens.

Mr. Wood's complete analysis follows:

"Robert M. LaFollette, the Socialist-third party candidate for President, is trying to convince 6,000,000 farmers that the surest cure for their ills is to bring about government ownership of all the railroads in the country; that, if this is done, transportation rates of all kinds would be immediately reduced.

"There are a lot of things, however, that would transpire if this scheme were carried out, that Senator LaFollette is woefully silent upon. He is not telling the farmers that the government pays no taxes on its properties and that it would pay no taxes on the railroads of the country if it owned them. He is not telling them that the railroads are paying into the various county and state treasuries of the United States more than $300,000,000 annually, which sum would have to be paid, in large part, by the farmers, once the government began the ownership of the railroads.

"Take the state of Wisconsin for instance: Last year the railroads paid the state of Wisconsin $7,321,976 in taxes. In the state of Minnesota the railroads paid, last year, a total tax to the state of $8,425,982. In Iowa they paid $6,849,703; in Kansas, $6,739,348; in Indiana, $13,094,627. In these five states alone the railroads paid $42,431,634 of the public tax burden. I have taken the figures in the above named states because they are largely agricultural and in the event that the government became the owner of the railroads of the country the farmers of these states would have to bear the greatest part of the burden in paying these additional taxes.

"In the state of Iowa if the LaFollette scheme were carried out, it would mean an increase of $32 in taxes annually levied against each farm in the state, or $2.80 for each man, woman and child in the state. In Kansas the burden would be $40 against each farm or $3.90 for each resident of that state. In Minnesota, where Mr. LaFollette is making a strong appeal for votes, he would take away from the farmer, under the government ownership plan, a tax income now paid by the railroads and place it as an additional assessment of $47 against each farm in the state, or $3.80 against each person residing in that commonwealth.

"I am told that, in one county in Montana, the total tax paid by the railroads amounts to 38.51 per cent of the entire levy. In midsummer of this year there was $104,102 of the total tax assessed in that county delinquent, upon which a penalty had been laid. This is convincing evidence that this county was already taxed much more than it was able to pay. Yet Mr. LaFollette would take away 38½ per cent of the tax revenue of this county, now being paid by the railroads, and place it as an additional burden upon the individual taxpayer.

"In my own state of Indiana, the railroads pay $13,094,627 in taxes annually. The total tax of the state is $124,866,790. The railroads share of this tax is over 10 per cent. If Mr. LaFollette's scheme were put into effect, the individual taxpayer of Indiana would have to pay this additional sum of $13,094,627 each year. In Marion county the railroads pay annually $715,388 in taxes, a very substantial item in the total of the taxes paid in that county.

"The figures that I have given, applicable to the five agricultural states named, differ only in degree from those that might be given for every other state in the Union.

"Not only would the farmers be burdened by the payment of these additional taxes, should the government become the owners of the railroads but they would also have an additional burden to bear, the size of which it is hard to ascertain, in the shape of deficits occurring in the operation of the railroads of the country for maintenance, extensions and upkeep.

"Some idea of what this burden would be, may be had, however, by recalling the experience during the period of government operation of the railroads under the management of William G. McAdoo, when the amount of the deficit over the earnings of those railroads taken over by the government was more than a million dollars a day, exclusive of the payment of exorbitant salaries to an army of officers.

"The farmers of this country, before they accept the panacea of government ownership of railroads, which is but a forerunner of the socialistic state, will do well to 'Stop, Look and Listen.'"

WOMEN BELIEVE IN COOLIDGE

Republican women are not allowing their emotions to run away with them. There will be no split in their ranks. Promises held out by LaFollette and the Socialist-Third party, hold no appeal for them. They will vote for Coolidge. This is the manner in which Mrs. Alvin T. Hert, vice chairman of the Republican National Committee, sums up the outlook for November 4th.

Mrs. Hert says that without exception reports of Republican national committeewomen from every state are the same in one respect. They all say that women are for Coolidge because they believe in him as a man. They know of the high principles for which he stands. They have watched his record during the past year and see that he is a man of conviction, and at all times stands for that which he thinks is for the good of the majority. They say that women appreciate his firm stand for an economical administration—the fact that he has evaded no issue, compromised no principle. They know that President Coolidge and the Republican party stand for protection. This means much to the woman in industry and the wife of the working man.

ANNOUNCEMENTS AND REGISTRATION CARDS

will be available this week for every school child on the Eastern Shore of Maryland and Delaware Children who are ten years of age, or older, and who are attending Grammar or High School, are eligible to enter this contest.

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"Moonshine" Tomatoes Are Newest Thing Grown.

As noted in the Kent News last week there are many tomatoes being sold at the wharves along Chester river and elsewhere which are from patches which have been contracted for. These tomatoes are being delivered in the moonlight at all hours of the night. In Galena a man was stationed who kept watch for trucks with tomatoes belonging to cannery at Lambson's to see that they did not sell on the open market.

A Queen Anne's farmer who has sold his crop for 22½ cents and was delivering them all to his canner, says it makes him mad for onlookers to jolly him by asking "What're you getting for 'em John? I expect I will throw a tomato at these fellows who follow this by offeering me 50 and 55 cents."

There are some who are evading their contract but we are glad to note that the majority of Kent farmers are living up to their agreement. There is no good reason why any grower should violate his contract. When men lose faith in each other there is the end of all successful business dealings.

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