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# The Queenstown News

A DEMOCRATIC PAPER

VOLUME LX No. 1

QUEENSTOWN, MARYLAND, FRIDAY, OCTOBER 3, 1941.

3 CENTS

## Facts on the Proposed New Ferry Terminal

### Do You Know OFF THE CUFF

That John Kinnamon gives this timely advice: "Don't sit and sit, but git up and git."

That according to Charlie Bright down Kent Island way, "Its better for your wife to find a letter in your pocket that you forgot to mail than one you forgot to burn."

That Edgar Bryan was telling Judge Bowen and a flock of folks who was awaiting the opening of biz in the courthouse on Tuesday, the best crack he had heard lately is that the reason Hitler always looks so glum and sour is that he gets up on the wrong side of the channel every morning.

That the twenty-nine Maryland "Princesses", who represented the State of Maryland at the Court of the Magic Weed at LaPlata, Friday and Saturday last, is now using anti-fat to bring their waist-line back to normal on account of the excellent feed given them by the committee.

That Charles Parsons, 71, of Prospect Park, Pa., died at the Eastern Emergency Hospital last Friday night of injuries he suffered in an automobile accident September 13, near Church Hill.

That we feel sure if Arthur H. Deute, the "Fishing Fair Chef de Cuisine," will hesitate at Skipton, on his way to the fish fry at Preston, October 16, and pick up Al. Qulmby, he will have a substitute that he will be proud of, as Al has a record of doing the honors out West for many years.

That according to Bob Newell, the man who looks after the farmer's needs, tells the young men that their greatest mistake in sowing their wild oats is when they begin living in the clouds, far above their earning capacity.

That Jerry Skaggs while on a motoring trip to New York last week stopped in a barber shop, in a small town operated solely by women for men, solved a question that has puzzled him for many years. Her staff of whisker removers learned the art the lady proprietor avowed by lathering grapefruit and scrapping the soap off until they could do the trick without knocking the skin.

### Drawing Too Much Pay From State

Announcing a verdict of guilty in a charge of drawing money from the Maryland Unemployment Compensation fund illegally a trial magistrate in one of the lower Eastern Shore towns recently gave a stern warning to violators of the law. In this case the magistrate imposed a fine of \$50 and costs and announced that any such case in the future would bring a jail term of thirty days or more.

This was an instance in which a worker in protected employment having lost his job, applied for unemployment benefits, was paid for several weeks and then was found to be working for a farmer. He received \$26 in benefits to which he was not entitled before the State Employment agency, through which the benefits were paid, ascertained the facts. Then the State's Attorney took a hand with prompt results.

The Maryland Unemployment Compensation Board is determined to make an example in all such cases of swindling, it is announced.

**FOR SALE**—Coleman Oil Burner, heat between 5,000 and 6,000 feet. Fine for heating whole apartment. Used only two winters. Also Conruid piano. Apply Box 82, Centreville, Maryland.

### PERSONALS FOLKS YOU KNOW

Mr. William T. Callahan who was badly hurt several weeks ago in an automobile accident, was able to return to his store last week.

Mrs. Milton Kaufman accompanied her son, Jerry, to the Maryland General Hospital, Baltimore, Monday, for treatment. The little fellow has been under treatment for several months for deformed limbs. The professor hopes to adjust the ailment.

Mr. and Mrs. Chris Kiesling, Mr. and Mrs. Louis Kiesling and sons, Louis and Alvin, Miss Catherine Volkman, all of Baltimore, were weekend guests of Mr. and Mrs. Charles Wagner.

### To Widen Centreville- Church Hill Road

Following the report of the dangerous conditions existing on the Centreville-Church Hill road, Route 213, the Maryland Traffic Safety Commission, after having contacted the State Roads Commission, has been assured that immediate improvements will be made.

In a letter to E. R. McShane, Executive Secretary of the Maryland Traffic Safety Commission, Ezra B. Whitman, Chairman of the State Roads Commission, advises that the prison labor forces now working in Queen Anne's County have been instructed to make temporary improvements to the shoulders along this stretch of roadway, and that, in the meantime may be widened and permanently improved.

It is also contemplated making more adequate markings and perhaps the installation of luminous buttons in the more hazardous areas.

Other improvements in highways affecting this section of the Eastern Shore, are the correction of the too low shoulders on Route 309, from Queen Anne to Easton, thru Cordova, in Talbot County. In Caroline county on Route 16, the short stretch leading from route 404 below Denton, and on Route 404 from Route 213 to the Delaware line, and the Sour Apple Tree road will all be improved.

### State New Pension Statutes

Probably the first State worker to take advantage of the new pension and retirement system, Miss Selma B. Cone, 74 year-old statistical clerk in the Department of Labor and Statistics, took leave of her coworkers at a farewell office party Tuesday.

Unless habit formed by twenty-four years in her job brings her downtown today, she will not return to the office. Today the new act goes into effect, ultimately to embrace all State employees except those such as teachers who have departmental pensions.

Of the some 10,000 State employees others who are 70 or over and therefore automatically retired under the system, have until October 30 to signify if they would rather forego the pension in order to continue their jobs. And those who elect to stay in harness have a year of grace to work, then may revoke their decision and retire on pension.

Just received a full and complete line of Men's Dress and Work Shoes All shades and prices. If shoes and price are not right, don't buy.

T. J. Melvin, Grasonville, Md.

**FOR RENT**—A five room bungalow, good well of water and a water front, about a half mile from the State road. Apply to Jory's store at Grasonville.

### Piney Neck Tips

Mack Perry is fully convinced that a fussy person is about as popular as an onion eater.

Archie Coursey tells the folks that managing a wife is like paddling a punt—you have to have experience.

Freddie Baker has analyzed the theory that the more a man puts in the collection basket the less he criticize the preacher.

Mr. and Mrs. Julius Schmidt and Miss Marie Althoff of Baltimore, were the weekend guests of Mr. and Mrs. Ray Althoff on-the-Winchester.

Owing to the scarcity of oysters, this early in the season, the price is gradually on the airplane route, much to the gratification of our hard working oystermen.

We believe Jim O'Donnel is talking our language when he whispers the man who speaks well of others will have pleasant things said about himself.

Notwithstanding that Fall is very much in evidence, Mrs. Alice Pierson is still ready and willing to give you service whenever you want a room or home papered.

The new book which Oscar Smith will shortly put on the newsstands contains the maxims. "If you want to be happy an hour, get intoxicated. If you want to be happy three days, get married. If you want to be happy eight days, kill your pig and eat it. But if you want to be happy forever—become a gardener."

Charlie Horney and Ray Althoff introduced their friend, Julius Schmidt of Baltimore, to the art of catching fish by trolling. Last Saturday evening they caught seven nice rock fish, ranging from two to five pounds. Smittie succeeded in landing a toad fish as he had too much weight on his line and scraped the bottom.

Harry Garrison, the man who opens and closes the draw of the State bridge at the Narrows for boats is now able to enjoy his hoid and weed, as yachts are about ready to go into winter quarters. But, Harry has earned his pay the past summer as he has been a busy man from sun to sun and sometimes near dark. Harry craves service for his fellow man.

Our soldier boys are too far from home to spend the weekends with their sweeties, parents and friends. But, they hope it won't be long ere they will be able to enjoy the comforts and pleasures of home, sweet home, every weekend.

Our roadmen deserve much praise for the splendid condition they are putting our dirt roads in before Fall weather sets in. One almost needs a compass in traveling our dirt roads on account of the dust.

### WBAL Becomes "Red" Outlet

The 0,000-watt WBAL in Baltimore, Maryland, became a basic member of the Red Network of the National Broadcasting Company on Wednesday, October 1, 1941.

In the switchover from the "Blue" WBAL will retain such popular programs as Lowell Thomas, Cavalcade of America, The General Mills Hour, Xavier Cugat and others.

On July 10th WBAL began operation of its new 50,000 watt transmitter. This new Westinghouse transmitter is considered by radio technicians to be the most modern installation of its type.

The estimated primary coverage area of this station covers all or part of six states in which are located six million people.

The National Broadcasting Company will salute WBAL with a special broadcast on Sunday, October 5th. The first half of the program will originate in Hollywood, California, and the second portion will be fed to the network from Baltimore.

### Watermen Needed to Aid AntiSabotage Work

The co-operation and assistance of all the watermen in both Queen Anne's and Kent county is sought so that in the event of an emergency they will aid in anti-sabotage work in other duties of the flotilla.

Information regarding how all watermen can serve may be obtained from the officers of the flotilla who are, Allan B. Lane, Commander Centreville; R. Albert Kenworthy, Jr., Vice-Commander; Centreville; Philip G. Wilmer, Junior Commander, Chestertown; and also from Thomas Marsalis of Queenstown.

### Recent Activities:

Junior Commander Wilmer rescued the boat of Robert Lee Anderson of Chestnut Hill, Philadelphia, from a danger of collision with the bridge over the Chester River at Chestertown two weeks ago when the boat was drifting helplessly while Mr. and Mrs. Anderson were aboard.

At a meeting held at the Chester River Yacht Club on September 27:

1. A visit was received from Lieutenant Smith and Yeoman Wetzel of the U. S. Coast Guard. This is in line with the policy of the Coast Guard, which is to closely supervise the activities of all Flotillas.

2. The officers of the Flotilla were reappointed for another year and the winter work of the otilla was outlined.

3. It was decided to hold a course of lessons covering Piloting, Seamanship and Small Boat Handling. Captain Philip Reeves has volunteered to act as instructor and his years of sea experience in both the merchant marine and the U. S. Army Transport Service Admirably fits him for this work. The flotilla is most fortunate in having him as instructor. Any waterman or boat owner who would like to take this course may obtain details of same from the officers and Mr. Marsalis.

### To Determine County's Soil Conservation

Six public hearings will be conducted in Queen Anne's County by the State Soil Conservation Committee through Mark Miller, County Agent, to determine whether or not a soil conservation district is practical and feasible within the county. These hearings will be held in response to a petition signed by Queen Anne's County farmers and sent to the State Committee at College Park.

The hearings will be held during October, the dates of which are as follows:

Monday, October 20, 8 P. M. Church Hill, Community Hall.

Tuesday, October 21, 8 P. M., Suddlersville, Cox's Hall.

Wednesday, October 22, 8 P. M. Centreville, County Agent's Office.

Thursday, October 23, 8 P. M. Grasonville Elementary School.

Friday, October 24, 8 P. M. Ruthsburg Community Hall.

Mr. Miller states if the reaction of Queen Anne's County farmers is favorable at these hearings, the State Committee will conduct a referendum to determine whether or not the majority of farmers are in favor of the creation of this district. If this district is formed, it will not materially change the present drainage program in Queen Anne's County, but will set up an organization controlled by Queen Anne's County farmers to determine drainage policies. It would also make it possible to receive federal and state aid primarily in the form of technical assistance in helping farmers to control their erosion problems that are somewhat responsible for the poor drainage conditions existing within the County since the silt clogging the channels of these streams is largely coming from cultivated fields where proper erosion control practices are not being followed.

MASS—at St. Peter's Catholic Church, Queenstown, at 10 o'clock Our Mother of Sorrows, Centreville, at 8 o'clock.

### To Cut State Tax 8% in 1942-43

An 8-cent cut in the State tax rate for 1942 and a similar reduction in the levy for 1943 was announced Friday by Governor O'Connor.

At the same time, the Governor indicated that, barring unforeseen events, he will call a special session of the Legislature to reduce the State income tax rate.

While the slash in the tax on real and personal property will not affect the levy for the current year, the contemplated cut in the income levy would be applicable to 1941 earnings.

The reductions in 1942 real and personal property levy will cut that tax from 22 cents per \$100 to 14 cents, or roughly by forty per cent.

For 1943, the rate will be 13 cents per \$100 instead of 21 cents, a reduction of approximately forty-five per cent.

Growing revenues of the State, principally from corporation and liquor taxes and the levy on incomes, make the reduction possible in the real and personal property rate and hold forth promises of a substantial cut in the income tax.

As of September 30—the close of the fiscal year 1941—it has been estimated by J. Millard Tawes, State Comptroller, that there will be a treasury surplus of \$8,350,000.

But, since plans for use of a great part of this surplus for financing operations for the 1942 fiscal year were made when the 1942 budget was drafted in January, these excess funds do not figure in the forth coming tax reductions.

It is on the basis of revenues during 1942 equaling, if not surpassing for 1941, that the reductions are possible.

According to Mr. Tawes, if there is no breakdown in the revenue-producing channels of the State during 1942, the end of that fiscal year would find a surplus of at least \$8,500,000 if taxes were not reduced.

### Maryland Oyster Trade Again Threatened

Maryland oysters are facing new competition, not from Japan as in the past, but from Mexico, it was learned today.

The matter was brought to the attention of Senator Radcliffe by Carl C. Green, of Crisfield, in a letter written from Houston, Texas, in which he said a fisheries concern at Brownsville is importing shucked oysters from Mexico and distributing them over a large part of the State "at a much lower price than we can possibly sell Chesapeake Bay oysters."

Mr. Green also declared that "they have cut the sale of Maryland oysters almost one-half and the end is not in sight." He pointed out that the containers bear no marking or certificate of any kind except words "Mexican Oysters."

Mr. Green also pointed out that it was a question whether the Mexican oysters are produced under sanitary conditions and whether they are imported into this country duty free.

"Federal regulations surrounding oyster packing plants in Maryland are rigid and entail extra cost on the shuckers and packers," he explained. "The prices at which these Mexican oysters are being sold leave a doubt in my mind whether any duty has been paid or the product handled in a sanitary manner."

According to the United States Tariff Commission oysters are duty free if not packed in barrels or airtight containers, and eight cents a pound in sealed containers.

Senator Radcliffe, who sponsored a resolution last year making \$100,000 available for an investigation of foreign crab meat, which resulted in the President increasing the duty by fifteen per cent, forwarded the communication from Mr. Green to the United States Public Health Service.

### Facts and Figures on Ferry Terminal

By HAROLD E. WEST  
In the Baltimore Sun

What is needed is a board, reasonably straight, dual highway between the Sandy Point terminal and the Ritchie Highway, coming out a short distance north of the Ritchie Memorial. At this point traffic would split up, some going north to Baltimore, some west to Washington, and some south to Southern Maryland and the Morgantown bridge. Such road would require short bridges to cross Meredith's White Hall and Mill creeks.

Travelers destined for Baltimore Northern Maryland and Western Maryland would continue to Baltimore on the Ritchie Highway. Those bound for Washington would cross the Seven River bridge, by-pass Annapolis by taking the cut-off road leading by West Annapolis and coming out on the Defense Highway at the Soldiers' Cemetery. This cut-off ought to be widened and straightened. Leaving the cut-off there would be a direct road to Washington.

At Priest's Bridge the Defense and Crain Highways intersect. Motorists bound for the Morgantown Bridge would reach it by Crain Highway; as direct route as most Maryland roads afford. Turning north on the Crain Highway at Priest's Bridge, and going one and a half miles, is the short road leading into Odenton and Fort George G. Meade.

There are three available routes across the bay from the vicinity of Sandy Point to Kent Island. One of these would be approximately a half mile north of Sandy Point and about a mile south of Log Inn, following directly and cable era between the western and eastern shore. There would be about 1,500 feet of channel to be dredged on the Kent Island shore, but 3,500 feet to be dredged on the western shore to get to fifteen feet of water.

This route would put the eastern terminal within a mile of Love Point at the upper end of Kent Island and would be 3.4 nautical miles between terminals.

The second route would be approximately 1,500 feet south of Sandy Point, and would extend southeast 3.4 nautical miles to Broad creek on Kent Island. In this case there would be about 1,500 feet of channel to be dredged on the Kent reach fifteen feet depth on the Sandy Point side, but 4,500 feet on the Kent Island shore.

The third location would start at the same place and extend to Matapeake, about 1 1/2 statute miles south of Broad creek. The distance would be, according to the chart, 3.8 nautical miles or 4 of a natural mile longer than either of the other two routes.

The advantage of this route lies in the smaller amount of dredging required to reach a fifteen-foot depth of water and the shorter length of jetties that would be necessary. These jetties ought to extend from the ferry slips to deep water. There would only be 1,500 feet of dredging required on each shore, and on the Kent Island shore part of this dredging already has been done.

Either of these two routes would be better than the first, because they start south of Sandy Point which would offer protection from ice, and from northeast, northwest and northerly gales. Sandy Point is a stormy place in winter but ice seldom forms in troublesome quantities south of the point.

It is only when east and south-east gales prevail that ice is piled on the south side of the point in troublesome quantities. Jetties could more adequately protect a terminal south of the point than they could a terminal north of the point.

However, all these considerations will be weighed and determined by Chairman Whitman and his associates on the State Roads Commission, and the answer they reach will undoubtedly be the right one.