

Kent News

SATURDAY, FEBRUARY 22, 1930

Congressman Goldsborough's bill providing pensions for the members of the old Life Saving Service, passed the House of Representatives today without a dissenting vote.

This bill will place the members of the old Life Saving Service on the same retirement basis as the members of the Coast Guard, which took the place of the Life Saving Service. This bill passed the House and Senate in the last Congress, but was vetoed by President Coolidge.

POLITICAL TIDE IS TURNING

Democratic leaders see in the result of the special congressional election in the Second Massachusetts district last Tuesday further signs of a trend toward their party which they predict will give them control of Congress at the general congressional election next November.

On the same day that Massachusetts voters were registering their protest against the economic policies of the Hoover administration, there was rioting among unemployed in Cleveland, in which more than twenty persons were injured. Desperate jobless men and women demanded "work or wages." The day before, 51 of the largest factories in Toledo, O., reported a total of 25,663 workers employed as compared with 48,111 at the same time in 1929. On the same day, the New York State Industrial Commissioner reported unemployment in that state as being greater during January than ever before known, with more than 100,000 worker laid off since October.

These reflect a serious situation, and it is but natural that there should be a wave of resentment against the Republican National Administration for its failure to deal courageously and constructively with the problem. Such an acute situation cannot be waved away with a gesture, or by urging industrial concerns to go ahead at a high rate of production when they have already produced more than the market can absorb.

When times were prosperous, stock values were booming and mills were running at full capacity, the Republican administration appropriated the credit for these things. Now that the pendulum has swung in the other direction, that administration cannot dodge responsibility or satisfy either distressed farmers or jobless industrial workers with another mere promise that everything is going to be all right.

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OTHER VIEWS ON BAY BRIDGE

The Marylander, of Baltimore, edited by Paul Winchester, published last year the following article on the Chesapeake Bay bridge:

The State and the Bay Bridge The State authorities are now expected to take the responsibility for the erection of the proposed bridge across the Chesapeake Bay, and there is no doubt in the minds of intelligent observers (and there never has been any doubt on the subject), the bridge will be built in due time as a part of the State's road system, and subject to its control as probably the greatest public work ever undertaken by Maryland since the construction of the Baltimore and Ohio Railroad by State aid during the last century.

The present administration is fast binding the commonwealth to this scheme, and will no doubt be able to carry it through. It is a great undertaking, and the benefit derived from it will undoubtedly in time more than compensate the public for the expense incurred.

The State roads system will never be complete until this bridge is in use, and the sooner it is done the better. There should be no backing and filling on the subject. The authorities should come out in the open with their plans, and go ahead with vigor and energy, even if it should later on require a special session of the General Assembly to ratify the scheme.

The State Committee of the Socialist party of Maryland at its quarterly meeting in Pythian Castle in Frederick, Monday, selected Hagerstown for its State convention on May 4th.

Resolutions were adopted indorsing the building and maintenance by the State of a bridge over the Chesapeake Bay.

This is the other side, and a most narrow and "dog-in-the-manger" view of the Chesapeake Bay bridge. It was taken from the Easton Star Democrat, edited by Mr. Samuel Shannahan.

Business interests of Talbot county are almost a unit against the State building a bridge over Chesapeake Bay. The objections are voiced by a great many other persons here. The bridge idea has never been popular here, but under State auspices it is the traditional red flag to the bill.

They claim that it is easy enough now for persons to deal in Baltimore and with a toll free bridge it would practically kill retail business on the Shore. They point out the number of mercantile establishments that have gone out of business, and predict dire things under the bridge regime.

Aside from these objects which are undoubtedly well based, there is the effect the bridge would have on the Claiborne-Annapolis Ferry. This is the only outlet Talbot county has.

The Ferry Company has built up, after years of effort and huge expenditure of money, a service that meets the approbation of all, and has gradually grown to proportions that it is vital to all of the Eastern Shore from Talbot south, in so far as Baltimore and Washington traffic is concerned.

The Ferry is almost as vital to Dorchester and Wicomico as it is to Talbot and Caroline county is even in a worse predicament if the Ferry were to stop. Shore counties south of the Choptank would be isolated practically, as it would entail a drive to Tolchester, or forty miles further than they now have to drive.

A BUILDERS' SCHOOL

Lumber dealers, contractors and carpenters from Kent, Queen Anne's, Caroline, Talbot and Dorchester counties will meet Friday, March 7, at Centerville for an all day session of the Second Rural Builders' School to be staged there under Extension Service auspices.

Through the courtesy of T. Edmund Dewing, owner of the Centerville Opera House, the school will be held in the ballroom of the building. The purpose of the builders' school is to provide all who are interested with the newest construction methods advocated by the U. S. Department of Agriculture, and the University of Maryland for farm building.

Ray W. Carpenter, Agricultural Engineer in charge of all lectures has available a number of working models, chairs, blue prints, and other materials which it is thought will prove of interest to those attending the one day schools.

The subject chosen for discussion are the cork insulated milk cooling tank, of interest here, now because of the proposed change in size of milk cans, the building and remodeling of dairy barns, the Maryland type poultry house and brooder house, the erection of a concrete silo, and other matters of current interest in the five counties.

The program as now arranged includes the following illustrated talks: "The Purpose of the Builders School," Ernest W. Grubb; "Cork Insulated Cooling Vats for Milk," C. R. Wise; "Dairy Barn Construction," Ray W. Carpenter; "The Concrete Silo," C. E. Wise; "Maryland Type Poultry House," Ray W. Carpenter; "Concrete Construction," C. E. Wise; "Modern Farm Building," Ray W. Carpenter; "Round Table Discussion of Problems."

Monday, Feb. 24, organization of a Girls' Club at Lankford School house after school. Wednesday, Feb. 26, Millington Girls' Club at school house after school. Pauline Jones, president. Thursday, Feb. 27, Fairlee Women's Club at Mrs. John White's from 11 a. m. to 3 p. m., making muffins. Mrs. John White, president.

Friday, Feb. 28, Project Leaders' Meeting for first lesson on the Home Flower Garden at the Court House at 2.00 p. m. Saturday, March 1st, Sassafras Girls' Club at Mrs. Harry Robinson's at 2.00 p. m.

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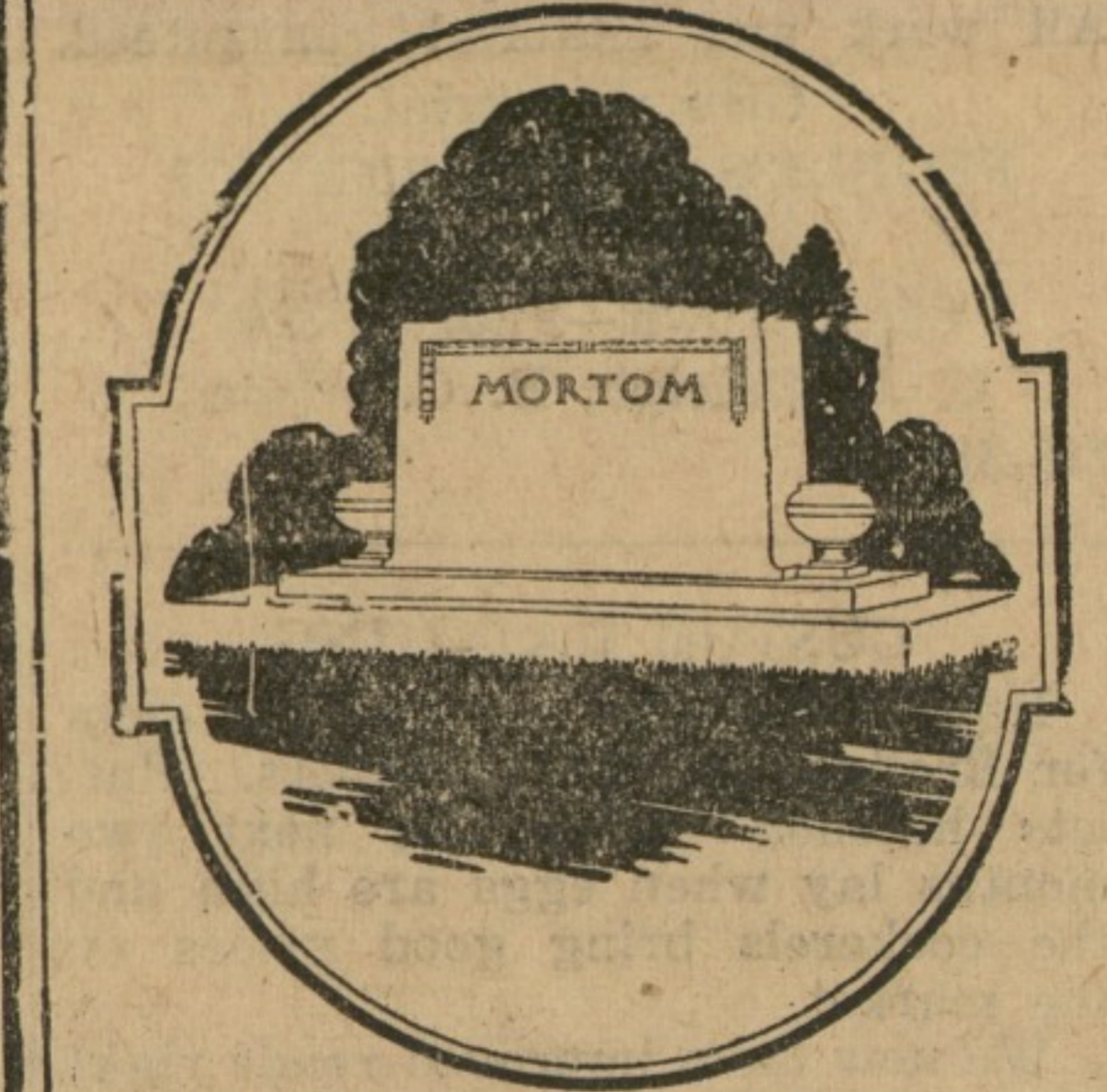
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