

CAL New One-Way Street, Bus Changes Go In Effect Today

Sponsored by the Better Baltimore Committee, "inaugural ceremonies" held yesterday in the Court House Plaza formally paved the way for the Baltimore Transit Company's one-way street plan, which goes into effect this morning.

The change of Calvert and St. Paul streets to one-way thoroughfares will cause some changes in transportation in scattered sections of the city and suburbs.

Speeches Made

The ceremonies yesterday included speeches by Nathan L. Smith, chief engineer of Baltimore; Orris S. Byrd, president of the Mount Royal Protective Association; N. Stanley Bortner, secretary of the Building Owners and Managers Association; Joseph R. Schneider, president of the Old Town Merchants and Manufacturers Association; and Arthur P. Kirk, Northwood Association.

At the conclusion of the program of which G. Harvey Porter—executive secretary of the Better Baltimore Committee—was master of ceremonies, a parade of twelve busses followed the one-way street routes north on St. Paul street and south on Calvert street.

Briefly here is what will happen when Project No. 1 in the reconstruction program of the transit company is put into effect today:

No. 1 trolley line will be discontinued from Bedford square in Guilford to Fayette street.

For all the abandoned portion of

'Mourners' Take Final Car Rides

Veteran trolley riders early today were holding a "death watch" for the passing of three streetcar lines.

Some wearing serious looks, small groups of "mourners" climbed aboard for the last trips of streetcars on the 1, 17 and 29 lines. Most of the riders opposed the conversion which today will substitute busses for the trolleys.

The No. 1 line was the first to begin its "last trip." The riders boarded the last car at the Park Terminal at about 11 P.M. and went over the route for the final time.

For the last trip on the No. 17 line, the Baltimore Transit Company complied with a request by placing Car No. 5075—the famous "owl" car—back to make the graveyard journey.

the route of No. 1 trolley, the "A" bus line, which will have its designation changed to No. 11, will run parallel on Charles street.

As To Remainder

The remainder of the No. 1 trolley line will run as usual between Park Terminal at Fulton and Druid Hill avenues to Fayette and Gay streets.

No. 17 trolley will be discontinued. (Continued on Page 29, Column 1)

FINAL TRIALS SLATED TODAY IN HORSE SHOW

Award Of 14 Championships To End 4-Day Meet At Timonium

With the awarding of fourteen championships after final trials today, the Maryland Horse Show at Timonium will end four days of events making up one of the most spectacular exhibitions of horsemanship and thoroughbred horses in Maryland history.

Officials were guarding records last night, but at least four close competitions for important places were anticipated by horsemen who had followed the complete course of the show, which started Thursday.

For instance, veteran horsemen observed that Sheik o. Albrubrae, bay gelding owned by the Albrubrae Farm of Wilton, Conn., was a strong contender for the jumper championship.

Cavalcade In Contention

His position was challenged, however, by Cavalcade, chestnut gelding owned by Springsberry Farms, of Berryville, Pa.

Highlander, a brown gelding owned by Mr. and Mrs. Amory Lawrence, of Warrenton, Va., was in a position to try for the consolation hunter championship, with Bill Star, a winner during the early classes, a close competitor.

Bill Star, a bay gelding, is owned by Mr. and Mrs. James D. McKinnon, of Elmira, N.Y.

Count Stefan's Bid

Miss Betty Bosley's Count Stefan, which has taken four firsts, is making a strong bid for the working hunter championship, with Safety Call, a grey mare from the Llangollen Stables, Upperville, Va., a leader in the competition for the green hunter trophy.

During a day crowded with events for ponies and young riders, three ponies garnered three blue ribbons each in yesterday's classes.

Adult classes followed later, but the major part of the daylight hours was devoted to the youngsters on the smaller mounts.

Grounds Purchase Called Off

Dr. J. Wesley Edell, president of the Maryland Hunter Show, Inc., sponsors of the show, announced today that his organization had abandoned tentative plans for buying its own property for exhibiting horses.

V.F.W. OPPOSES HELPING D.P.'S INTO AMERICA

State Convention Urges Defeat Of Pending Stratton Bill

Ocean City, Md., June 21 (AP)—The Maryland Veterans of Foreign Wars went on record today against national legislation which would facilitate the entry of Europe's displaced persons into the United States.

In a business session of their annual State convention, V.F.W. delegates adopted a resolution asking Maryland's delegation in Congress to oppose the Stratton bill.

It would make unused immigration quotas available for the entry of Europeans who lost their homes because of the war.

Pension Urged

The convention also adopted resolutions for legislation which would give automatic pensions to all World War I veterans reaching 65 and bring Army and Navy personnel under provisions of the National Social Security Act.

The delegates voted for other phases of the national organization's legislative program, including a bill which would give World War II veterans \$3 a day for every day they served in the United States, up to \$3,500, and \$4 a day for overseas service up to \$4,500, plus a \$500 payment to all those who received purple heart decorations for wounds.

On tonight's program was a cabaret-style dance. The final session, including election of officers, will be held tomorrow.

Forced Landing Made In Hay Field

When the small airplane he was flying developed carburetor trouble yesterday afternoon, Donald F. Stup had to make a forced landing in a hay field 4 miles west of Elliott City, State Police reported.

The pilot escaped injury and the plane was undamaged. Stup, identified as a 21-year-old veteran, of the 2000 block of Homewood avenue, was flying at between 2,500 and 3,000 feet, it was estimated by an official of the United States Flying Service, of Woodlawn, Md., which owns the plane.

Stup had taken off from the field

THEFT IS CHARGED TO CAB PASSENGER

Cabman Drives Him To Policeman Instead Of Doctor

When a man got into his taxicab last night, Morton Snesil drove him to a policeman, instead of to a doctor, as the passenger had directed.

The passenger ended up at the Central Police Station, where he was charged with the theft of a motorcycle.

While driving his cab, Mr. Snesil said, he had seen a man fall off a motorcycle at Pratt and South streets shortly after striking a parked automobile. The man started running and went up a near-by alley, Mr. Snesil reported.

Passenger In Cab

The cab driver, who had a passenger, turned up Calvert street

WORKERS TO MEET FOR STRIKE RALLY

12,300 Shipyard Employees To Convene On Tuesday

Approximately 12,300 shipbuilding workers in the Baltimore area have been ordered from their jobs at 12:30 P.M. Tuesday to hear discussion of plans for a strike July 1 at a mass meeting in the 5th Regiment Armory.

The workers are members of four locals of the Industrial Union of Marine and Shipbuilding Workers of America (CIO). John Green, national president of the union, will be the principal speaker at the rally, which will begin at 2 P.M.

Three Voted For Strike

The union said the mass meeting would shut down all shipbuilding and repair activities here.

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CITY TO ENTER TRANSIT CASE

Ordered By Mayor To Fight Suit To Halt Conversion

Intervention by the city government in opposition to injunction proceedings against the Baltimore Transit Company's conversion plans was ordered by Mayor D'Alessandro yesterday.

The city's entrance into the case as a defendant with the transit company probably will be filed in the Circuit Court today.

The first of the company's several projects for reconversion from streetcar to bus operation already has been put into effect, and it is ready to go to work on the second phase.

Stockholders Sue

The suit filed by Mr. and Mrs. Wilson C. Warren, stockholders in the company, would enjoin the company from proceeding with its program which eventually would substitute busses for streetcars and about half of the present trolley lines.

The suit alleges the National City Lines—parent company of the Baltimore Transit Company—has received more than \$9,000,000 in financial support from large manufacturing and supplying concerns, that it has used the money to buy controlling interests in transit companies, and that the National City Company, in return, promotes the sale of busses and equipment.

In ordering intervention on the side of the company, the mayor noted that the conversion plan "was agreed upon after prolonged negotiations between the company and the city and was ratified by an ordinance of the Mayor and City Council of Baltimore and approved by the Public Service Commission."

Threat To Pact Seen

It was feared in municipal legal circles that any stoppage of the conversion plan would nullify much, if not all, of the tax and street maintenance agreement reached between the city and the company. It might mean the return to the company of about \$2,500,000 in cash paid to the city by the company in connection with the agreement and might even upset the tax of two per cent on the gross revenue of bus operations.

"A utility," the Mayor said, "is operated not merely for the benefit of the stockholders, but the general public also has rights. In this case, the city and its people are interested in the due execution of the plan to improve traffic conditions in Baltimore."

One-Way Streets Affected

"The establishment of one-way streets hinges upon the installation of bus service on certain lines instead of the antiquated rail and trolley system. It is unfortunate that the stockholder did not raise the points he now advances during all the months that the matter was being debated in the press and before various public bodies."

Mr. D'Alessandro said he has asked Simon E. Sobeloff, city solicitor, to press for an early hearing and dismissal of the proceedings.

Judge John B. Tucker has required the company to show cause why the injunction should not be issued tomorrow.

Obituary

C. Bertram Feig

Funeral services for C. Bertram Feig, 72, Baltimore teacher and school principal for many years, will be held at a funeral home at 805 North Calvert street at 9.20 A.M. tomorrow, followed by a requiem mass at the Cathedral at 10 o'clock. Burial will be in the New Cathedral Cemetery.

Mr. Feig died Wednesday at the Union Memorial Hospital, where he had been a patient for several weeks.

Mr. Feig was born in Baltimore January 24, 1875, the son of the late Andre Joseph Feig and Rebecca Buchman. In 1893 he was graduated with honors in the five-year course then given at the Baltimore City College.

After working for a time in the Enoch Pratt Free Library, he was appointed to a teaching position in 1896. He served as vice principal of old Public School No. 1, at Fayette and Greene streets, then in 1906 became principal of School No. 74, Homewood avenue and Twenty-second street, where he remained for more than two decades.

In 1933 he became principal of School No. 82, Harlem avenue and Monroe street. He retired in 1935. Mr. Feig, who was a bachelor, made his home at 514 Park avenue. He is survived by a nephew, A. D. Emmart.

William J. McCarron

Funeral services for William J. McCarron, 64, a captain of police for the Baltimore and Ohio Railroad, who died Tuesday, will be held at a funeral home at 801 Hollins street at 8.30 A.M. tomorrow, followed by a requiem today at St. Peter's Church at 9 A.M. Burial will be in Mount Olivet Cemetery.

Born in Baltimore, Mr. McCarron began his career with B.&O. in his youth and had never worked for any other company. He once received a letter of commendation from President Calvin Coolidge. It was his custom not to wear a special uniform when performing his duties, according to B.&O. officials.

Senators To Aid Bay Span Project

(Washington Bureau of The Sun) Washington, June 26—Governor Lane today called on both Maryland senators to ask their aid in obtaining the approval of the Fed-

eral Government for a Chesapeake Bay bridge.

Both Senator Tydings and Senator O'Connor agreed to press for speedy approval, which must be given by the chief of engineers of the War Department, congressional sanction being no longer necessary for such projects.

The bridge, or tunnel, or a com-

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Testifying at a hearing on an injunction suit that seeks to block the bus conversion of the Baltimore Transit Company, three directors of the company yesterday denied charges that the conversion had been made in "bad faith."

The directors—Joseph P. Healy, Waller F. Perkins and S. Page Nelson—told Judge John T. Tucker in Circuit Court that the conversion was made in order to meet the needs of the city's transportation system.

"Fraudulent Scheme"

In his opening remarks, Herbert E. Witz, attorney for Mr. and Mrs. Wilson C. Warren, stockholders in the B.T.C. and plaintiffs in the suit asserted the conversion was a "fraudulent scheme" made "for the interests of certain people" and not for the interest of the stockholders.

The Warrens had brought the suit on the grounds that the company was dominated by National City Lines and that the conversion from trolleys to busses was a means of providing business to corporations having connections with the National City Lines.

Illegality Alleged

Mr. Witz contended the B.T.C. acted illegally by abandoning almost 50 per cent of the company's assets and by changing from an operating company to a holding company in regard to the activities of the Baltimore Coach Company, which operates the busses of the transit concern.

Judge Tucker said that unless its charter prohibited, the B.T.C. could own all the corporate stock of a subsidiary company if it so desired.

Harry N. Baetjer, attorney for the B.T.C., termed the suit "an injunction to keep the company from meeting the requirements of the municipality."

"If the transportation company is to continue to function, it must continue to make such changes

as the city makes necessary," he declared.

He said that conversion plans dated back to 1915. Mr. Baetjer told Judge Tucker the B.T.C. would be able to "meet contentions that the board of directors were stooges."

Simon E. Sobeloff, city solicitor acting for the city, which intervened in the case, said the suit was more than a "family quarrel."

"The public has an interest here," Mr. Sobeloff declared. "This is a controversy in which the city is seriously affected."

City Investigated

The conversion "happened with full knowledge of this stockholder . . . after discussions over a period of years," Mr. Sobeloff continued.

He explained that the city made an independent investigation of the conversion and asserted the plan was "not a matter that appears to be suggested by the National City Lines. It is found in scores of cities where the National City Lines has no connection at all."

"The tendency is to substitute busses for trolleys because it is more economical and can improve traffic conditions."

"Substantial Reserves"

In his testimony, Mr. Healy said that the conversion entailed a loss of about \$21,000,000 in assets to the company but "we had built up substantial reserves. We anticipated the change in the system and laid aside cash."

Mr. Nelson denied he had approved the conversion plan for any other reason than "compliance with the city's plan for relieving traffic congestion for speeding up traffic."

Asked if any collusion was involved in his approval, he replied, "Never, at any time." He denied the company acted "fraudulently and in bad faith."

Mr. Perkins, when on the stand, termed the charges "false."

Traffic Captain Calls One-Way Plan Not New, Too Simple

Among suggestions received by the traffic division of the Police Department to improve the one-way traffic system on Calvert and St. Paul streets are recommendations from householders living on the thoroughfares to ban trucks.

Capt. Bernard J. Schmidt, of the traffic division, said yesterday:

"The idea is not new with traffic officials. It has been thought of, notably for possible use on the two east-west routes—Mulberry and Franklin streets.

Alternative Routes Called For

But before ordinances are introduced to ban trucks on arterial routes we must find other satisfactory streets over which to route them.

It is debatable whether any good would be served if an ordinance was passed banning trucks on Mulberry street and Franklin street if the trucks were required to traverse Fayette street.

Also, if trucks were banned by city ordinance on the two north-south arteries and the trucks moved over other streets it is probable that residents along those streets would protest."

Experience Of Co-Operation

Some good results have already been made in reducing truck travel on Mulberry and Franklin streets during rush hours, said Captain Schmidt "through conferences with fleet operators, who are co-operating in our efforts to relieve congestion by keeping their vehicles off the arterial highway during peak traffic periods."

He expressed the hope that "like co-operation" can be obtained to ease the peak traffic load on Calvert and St. Paul streets.

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B.T.C. Win Court Permission**

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to the record was a B. White, president e and Ohio Railroad, was no objection to revealing to the sub-

Seeking to prove allegations that the Baltimore Transit Company converted various trolley lines to busses to aid business connections of National City Lines, attorneys for the plaintiffs in a suit against the B.T.C. yesterday won court permission to examine contracts between National City Lines and several motor supply firms.

During the second day of a hearing on an injunction suit which seeks to block the conversion, E. Roy Fitzgerald, president of N.C.L. and a director in the B.T.C., acknowledged that the contracts provided that N.C.L. subsidiaries would obtain needed supplies from the firms involved.

He added, however, that such contracts were not applicable to the Baltimore Transit Company.

Request Denied

When Herbert E. Witz, attorney for Mr. and Mrs. Wilson C. Warren, the plaintiffs, asked to examine the contracts, Judge John T. Tucker, sitting in Circuit Court, at first denied the request with the comment that there was "no evidence which would make the contracts material to this case."

"We maintain that the Baltimore Transit Company is a subsidiary of National City Lines," Mr. Witz asserted.

Harry N. Baetjer, counsel for the B.T.C., offered in evidence letters from Mack Trucks, Inc. Firestone Tire and Rubber Company and the General Motors Corporation, confirming that the contracts did not apply to the Baltimore Transit Company, and Mr. Fitzgerald asserted on the stand that similar contracts with Standard Oil of California and the Phillips Petroleum Company also did not apply here.

Objection Overruled

After further consideration, however, Judge Tucker overruled the objections of Mr. Baetjer and said he would grant Mr. Witz's request to read the contracts "unless you

**Police Converge
On 'False Holdup'**

(Continued from Page 28)

foot patrolmen, who went to investigate.

Call Is Not Traced

Many in the crowd were calling "What's going on?" and it was hard to convince some of them, police said, that nothing actually had happened.

The proprietor of the store is James Blizzard.

"The first thing I knew about it, he said, "was when I heard the sirens."

He could think of no reason why anyone would want to turn in such a false report and police were unable to trace the call.

Death Possibilities

Police headquarters officials pointed out that in the case of reports of holdups actually in progress it is considered imperative for police cars to disregard speed limits and other traffic regulations.

"We don't like to do this, but we feel we have to," one official said.

And, he pointed out, if a pedestrian or motorist were to be killed by a police car speeding to investigate a false holdup report, it would be the hoaxster who would be responsible.

(Mr. Baetjer) can tell me why disclosure should not be made to counsel."

He said that circumstances were "sufficiently suspicious to indicate an effort" on the part of the companies "to make purchases into the users of their particular products to gain either absolute or partial control of the corporations using their products to a great extent."

"I don't say it's illegal," Judge Tucker added.

"The purpose of the equipment companies in holding a practical ownership in National City Lines would be to have an outlet for their products. I don't say it's illegal."

**'CHICKEN JOE'
HEARING SET**

**Cacciolla Is Charged With
Holdups Of 2 Clubs**

Joseph Anthony Cacciolla, known as "Chicken Joe," will be arraigned in Criminal Court tomorrow before Judge J. Abner Saylor on charges of robbery with a dangerous weapon in connection with holdups of the Century Athletic Club and the Independent Democratic Club here, J. Bernard W. State's Attorney, announced yesterday.

Cacciolla was brought back to Baltimore several days ago from San Jose, Cal., where agents of the Federal Bureau of Investigation had picked him up.

Jewelry And Cash

Indictments against Cacciolla on the following armed robbery charges on July 4, 1946, the club of the Century Athletic Club here:

From Louis Fisher, \$1,170 personal papers, a diamond ring property of Morton J. Hess; \$

[Advertisement.]

**JOSEPH
BAKER***
has switched to
Calvert because
Calvert is milder.

*of 11 Queensbury Street, Boston, Mass.
CALVERT RESERVE Blended Whisky
-86.8 Proof - 65% Grain Neutral Spirit
Calvert Distillers Corp., New York

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ARUNDEL ICE CREAM
COMPANY'S
ACTION PACKED NEW PROGRAM

KODAK FILM

in view of all the conditions involved it would be expedient and necessary to charge their Maryland customers the two-per cent use tax on all applicable merchandise which they are required to deliver into Maryland as required by the Maryland tax law.

Cites Ruling On Law

"In accordance with the ruling of the Maryland tax authority, no tax will be charged, however, on merchandise purchased and carried from Washington stores by Maryland customers. This tax must be paid by the customer direct to the State of Maryland.

The collection of this Maryland tax will be made as soon as it is practicable to set up the necessary procedure within the stores and to obtain the licenses required.

Other Groups In Line

The furniture store group and some appliance stores of the association also have decided to follow the same procedure in the collection of the tax as was adopted by the department stores.

Other groups of the association which have already concluded that their business was such that it was necessary for their firms to collect the use tax are building supplies, coal and oil heating dealers.

Action Pleases Kennedy

Walter Kennedy, chief of the retail sales tax division of the State Comptroller's office, said he had had numerous conferences in the last month with the Washington merchants and found his contact with them most satisfactory.

He added he was pleased with the action they took yesterday and was gratified the Washington merchants are co-operating with the Comptroller of Maryland in his effort to properly and equitably administer the sales tax law.

"I do not believe that administration of the Maryland sales tax is going to change materially the competitive situation which heretofore has existed between Maryland and District of Columbia merchants," Mr. Kennedy added.

Mayor Is Lauded On Garmatz Vote

Mr. Garmatz was elected, but Mr. D'Alessandro received the congratulations from the No. 1 Democrat of the nation.

It's all mixed up with Baltimore water-main easements over Federal property.

Several days ago President Truman signed a bill to permit the running of water mains over the land

Fort Mifflin and Hazard to Light. He sent the pen he used in signing the measure to the Mayor.

In writing his thanks the Mayor took occasion 16 months in the then forthcoming congressional election in the Third district, to predict that his friend, Edward A. Garmatz, would be elected, and that it would be a forerunner to Mr. Truman's election in 1948.

LEGAL PROBLEMS TACKLED BY B.T.C.

Possible Appeal In Injunction Suit Anticipated

Members of the staff of the Baltimore Transit Company yesterday tackled the task of finding ways to proceed with its conversion program. If the company's right to convert trolley lines to busses is taken to the Maryland Court of Appeals for a decision.

The Circuit Court has ruled that the B.T.C. can proceed with its conversion plan.

Herbert E. Witz, attorney who represented Mr. and Mrs. Wilson C. Warren, of Baltimore, B.T.C. stockholders in an injunction suit dismissed by Judge John T. Tucker yesterday, declared the case would be taken to the Court of Appeals.

Would Delay Program

With the Court of Appeals now in summer recess and not scheduled to sit again until October, the conversion program would be delayed a minimum of 100 days and perhaps as long as five months if the company hesitated to go forward while the case hung fire, it was said.

It probably will be ten days to two weeks, Mr. Witz disclosed, before the formal notice of appeal can be filed, following which the attorney has 60 days in which to get the records in the case to the Court of Appeals and thereafter has 30 days in which to file a brief.

It was pointed out by legal observers here that cases before the Court of Appeals were assigned and heard as they are filed unless by agreement in the general public interest a case is given preference over others on the calendar.

Difficulties Cited

Legal authorities saw little likelihood of the court being convened in its summer recess to act in the B.T.C. case.

Although the company was reluctant to express an opinion as to what course of action it would take, a spokesman explained that with 69 busses already delivered here and more arriving daily it could not economically let these units stand idle and not do anything pending a decision by the Court of Appeals.

With the initial project embraced in the comprehensive re-conversion centering around designation of Calvert and St. Paul streets as one-way thoroughfares, but for the threatened court action the company would proceed immediately with the second phase of

(Continued on Page 11, Column 7)

Settlement Of Issue Of Sur On Stadium Site Seen Mon

Settlement of the question of an engineering survey to aid in the selection of a site for a new stadium is expected at a special meeting of the Board of Estimates Monday.

The meeting was called by C. Markland Kelly, president, at the request of Mayor D'Alessandro yesterday.

On Thursday the Mayor blocked immediate approval of the survey when the engineering group designated by the Stadium Commission—Whitman, Requardt, Greiner Company and Associates—asked a fee of \$10,000.

Price Called Too High

The Mayor said the price was too high and put through a motion directing Nathan L. Smith, director of public works, to negotiate with the engineers on a new price.

Mr. Smith will report on the negotiations to the Board of Estimates Monday.

At the regular Thursday meeting of the Board of Estimates, Mr. Smith said the engineering survey should include not only topographical studies of prospective sites, but the preparation of information on the availability of water, sewer-

age, electric power and ties, and on accessibility.

The engineers, in a prospectus, said they would compare two new sites—as yet unnamed—and on the present Station on Thirty-third street.

Originally, Mayor D'Alessandro wanted the Thirty-third street site selected by his Station on Thirty-third street. Originally, Mayor D'Alessandro wanted the Thirty-third street site selected by his Station on Thirty-third street.

Later, however, the Mayor along with the commission engineering study for the site, and on Thursday opposing paying the \$10,000.

Whitman, Requardt and Greiner group reiterated that "a desirable."

Among those favoring at a meeting of the Stadium last week, was Reed, president of the O.

Mr. Reed said that. (Continued on Page 12,

2 Flimflammers Rob Woman, 60

Blked by a fast-talking couple who followed the usual procedure of the successful confidence game, Mrs. Louise Dorsey, 60, of the 1300 block North Calhoun street, yesterday found herself relieved of all her savings, \$380, when the talking was done.

Approached by a man and woman, both Negroes, as she came from her bank, Carrollton avenue near Baltimore street, Mrs. Dorsey, also a Negro, was asked to prove her "good faith" to put up some of her own money before she was given a "share" in some "found money."

Wallets were swapped, meetings were arranged, attorneys were discussed, big bills were displayed and Mrs. Dorsey was left sitting on a park bench in Franklin Square, with a promise but no money.

Mrs. Dorsey told police the couple "dazed" her with their rapid-fire promises and arrangements. She said the man was about 38 and the woman about 35.

Big Fish Got —And So Did

Not only did the big fish E. Strong caught get him, they cost him \$100. Strong, 43, of Havre forfeited that amount when he failed to appear in Police Court, charged with having caught and kept, were too big.

Tidewater Fisheries Department inspectors took 1,285 oversized striped bass away from Strong who appeared with his catch at the wholesale fish market.

Fisheries laws prohibit possession of rock bigger than with certain exceptions. Strong's big fish were Mary's Industrial School more hospitals.

W's the All-Steer S.S. Bayl Betterton Cru Every morning A.M. the Bay Be to Betterton. Enjoy at the Eastern most beautiful Back in Balto 7: Weekdays \$1.1 and holidays \$1.1

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week instead of the usual three.

The commission will hold its next meeting in Salisbury on November 4, with a public hearing on the previous day.

2 Transit Stockholders Appeal Bus Suit Ruling

Counsel for two stockholders in the Baltimore Transit Company yesterday filed an appeal from a ruling by Judge John T. Tucker, who dismissed their suit which sought to ban the bus-conversion plan.

The appeal is expected to halt further conversion to busses for approximately 90 days. It was filed by Herbert E. Witz, counsel for Mr. and Mrs. Wilson C. Warren.

In their Circuit Court suit, the Warrens contended that the conversion to busses will materially affect their holdings in the transit firm because the busses will be held in the name of the Baltimore Coach Company, an allied concern. They also contended that the conversion is in the interest of large suppliers of products used in motor transportation and that the loss in streetcar equipment will exceed \$20,000,000.

Cake Robbery In Hagerstown

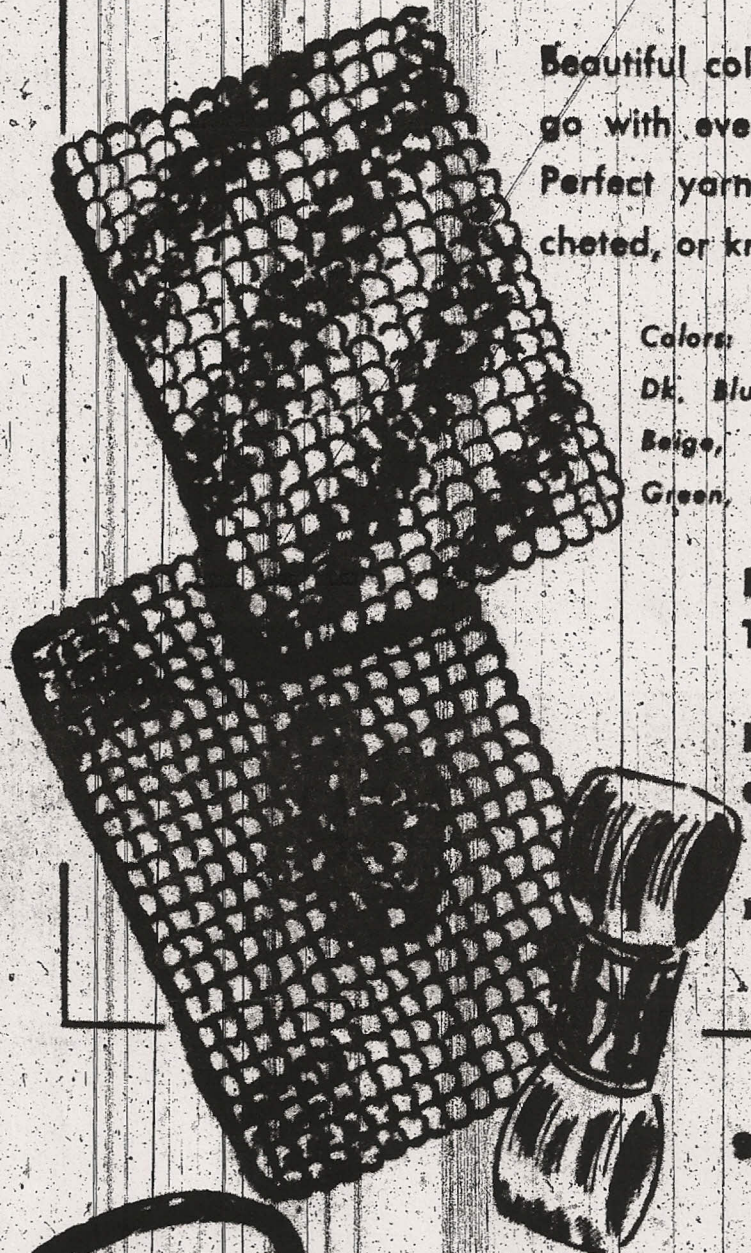
Hagerstown, Aug. 6 (AP)—City police were looking today for thieves who broke a second-floor window of the National Biscuit Company and took about \$10 worth of assorted cakes.

Aug 11 1947

SALE OF THE

Lily Rug Y

23^c SKEIN - BOX of 12 SKEIN



Beautiful color-go with every Perfect yarn fashioned, or knitted

Colors: Dust
Dk. Blue,
Beige, Red
Green, Emerald

Por
Tuf

Rug
dat

First

VITAMIN-RICH*



*Enriched with vitamins A, D and members of the B group.

"His Master's Choice"

CALO

Car To Bus Shift Approved By City

The Baltimore Transit Company's conversion from streetcars to busses is in the public interest and any claim that the change constitutes "abandonment of millions of dollars of assets" is a fiction, the city of Baltimore contended in a brief filed with the Court of Appeals yesterday by Simon E. Sobeloff, city solicitor.

When Mr. and Mrs. Wilson C. Warren, stockholders of the Transit Company, filed suit last June to block the conversion plans, the city obtained permission to intervene as a defendant in the suit with the transit firm.

Request Is Denied

Judge John T. Tucker, in Circuit Court, denied the request for an injunction against the transit company, but an appeal was taken later by Herbert E. Witz, attorney for Mr. and Mrs. Warren.

The case is scheduled to be heard in the appellate court December 10.

The city's brief declared that to deny the directors of the transit company the right to change vehicles and equipment to meet

changing conditions "would be to say that having once invested in a mass transportation business employing a particular means, the directors are not authorized to protect their stockholders against the effects of obsolescence and decline in business."

"It would mean, the brief added, that such directors could not move to retain business or recapture lost business or to meet competition, but must sit idly by while the public suffers and the company is destroyed."

Presenting material designed to show that many of the transit company's fixed-wheel facilities were outdated and expensive to operate, the brief asserted:

"The city's interest is to have good transportation for Baltimore — transportation that will move

masses of people speedily from place to place; that will not obstruct other traffic; by a company that is sufficiently prosperous to furnish good service, by acquiring the newest and best facilities available from time to time.

"In this case, it happens that the traffic needs of the city and the prosperity of the company coincide in indicating the necessity for the change."


In the city's argument, Mr. Sobeloff asserted further that Baltimore already has gone to "heavy expense . . . acting in good faith" to carry out its part of the conversion plans.

[Advertisement.]

Relief At Last For Your Cough

Creomulsion relieves promptly because it goes right to the seat of the trouble to help loosen and expel germ laden phlegm, and aid nature to soothe and heal raw, tender, inflamed bronchial mucous membranes. Tell your druggist to sell you a bottle of Creomulsion with the understanding you must like the way it quickly allays the cough or you are to have your money back.

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for Coughs, Chest Colds, Bronchitis



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12/11/47

B.T.C. PLANS IN HIGH COURT

Arguments Heard For And Against Change To Busses

Annapolis, Dec. 10 (AP)—Wilson C. Warren asked the Court of Appeals today to prevent the Baltimore Transit Company from abandoning 77 miles of streetcar lines and replacing them with busses.

His attorneys, Herbert E. Witz and J. Morfit Mullen, in doing so, sought an injunction, which was denied by Judge John T. Tucker in Baltimore City Circuit Court.

The petition was based on the contention that the transit company's directors had no right to abandon "about \$24,000,000 of assets devoted to its charter purpose of operating a street railway" to purchase "about \$12,000,000 worth of free-wheel motor busses and equipment" on its credit in the name of a wholly owned subsidiary corporation.

Boards Power Questioned

Witz argued the stockholders could have to approve such a fundamental change and chiefly that the board did not have the power to make the change.

In reply, Harry Baetjer, attorney, speaking for the transit com-

pany, said the company "must transfer or go bust."

The company's position was supported by Simon E. Sobeloff, attorney, representing Baltimore city. Sobeloff termed the alleged \$24,000,000 value as worthless as "an old mattress."

Opposition To Change

Witz contended the general public was greatly opposed to the change to busses while the directors termed them "ideal."

On this point, Baetjer told the court that while capital investment in carlines was twenty times as much as that for busses, they carried only five times as many passengers.

"The directors have a double obligation—to the public and to the stockholders. If they were confronted with such differences in costs and failed to transfer to busses, they would be subject to great criticism," Baetjer said.

Future "Uncertain"

Witz said, however, "we are asking this court to grant an injunc-

BRAKE RELINING



Never Closed

Martin J. Barry

CHARLES LANVALE & MARYLAND

FREE PARKING!



GUARD'S BODY IS FOUND AT REAR OF BANK

Dead Man Lying At Foot Of Wall, Ladder Near By, Police Say

A 63-year-old guard at the Eutaw and Fayette streets branch of the Maryland Trust Company was found dead yesterday beside a home-made ladder at the bottom of the 30-foot wall of an enclosed courtyard at the rear of the bank building, Western District police reported.

Police identified the man as Leonard W. Sullivan, Sr., of the 2700 block Jefferson street, and said his death was caused by a head injury.

Lieut. Michael Hoban said the ladder was made in two sections, hinged at the middle and had collapsed.

Revolver In Pocket

He reported that a .32-caliber nickel-plated revolver was found in Sullivan's pocket, and that a crowbar, nails and a saw, along with the dead man's coat and hat, were found in his automobile, which was parked on a lot outside the wall and not far away.

Sergt. Frank J. Mooney assisted Lieutenant Hoban in the investigation.

The ladder was built of a single reinforced plank, composed of two joined "two by four" boards, with heavy nails crisscrossed alternately on either side, the policemen reported.

Reported Missing

Although rudely constructed, the ladder was freshly painted in pale pink, they said.

Police were told that Sullivan was last seen at the bank at about 2:30 P.M. Friday when he left after finishing work.

His wife reported him missing shortly after noon the next day, saying he left home at 10 P.M. Friday to go to work, but did not return.

Saturday Was Day Off

Bank officials told police the guard was working a day schedule and that his day off was Saturday.

The body and ladder were found at 2:30 P.M. yesterday by the watchman on duty at the bank.

At the University Hospital, where Sullivan was pronounced dead, police were told the death apparently had occurred some 12 to 15 hours earlier.

Police said that Sullivan weighed approximately 200 pounds.

900 Miniatures Stolen

Sesquicentennial Show Closes With Talk By Governor Lane

Baltimore's sesquicentennial show came to an end at the 5th Regiment Armory last night as Governor Lane made the closing address and Johns Hopkins led in the voting for the person who has done the most for Baltimore.

Approximately 80,000 persons—including 20,000 school children—viewed the 50 exhibits commemorating 150 years of the incorporation of Baltimore.

Better streets led in the voting for the thing which the city needs most. Final tabulations will not be announced until today, since yesterday's ballots remained to be counted.

But it appeared that neither Hopkins nor better streets were in any danger of losing their lead. Both led in their fields by votes of 1,275 and 1,200 respectively, it was announced by George L. Radcliffe, chairman of the show.

Cardinal Gibbons Second

Hopkins's nearest competitor was Cardinal Gibbons with 474 votes, while the closest improvement behind better streets, the freeway, had 480 votes.

After Cardinal Gibbons came Edgar Allan Poe, Lord Baltimore,

Francis Scott Key, Enoch Pratt, Gen. Sam Smith, Babe Ruth, Charles Carroll and former Governor Albert C. Ritchie.

Others included former Mayor James H. Preston, Dr. Howard Kelly and former Mayor Theodore R. McKeldin.

As to the city improvements most needed, better public transportation followed the freeway. Then came better schools, improved housing, better traffic regulations, a cleaner city, improved city government, a new stadium and better recreational and playground facilities.

"Maryland Day"

Yesterday was "Maryland Day" and in his speech Governor Lane said that he wanted to make Maryland and Baltimore the crossroads between the Northern and Southern economies.

He said he hoped to make the schools, roads and hospitals of the State second to none and see the tuberculosis rate of Baltimore decrease from the highest to the lowest in the country.

In closing, he said that he has looked back on the city's glorious past and is now looking toward its glorious future.

BOY IS HURT; MAN DIES IN ACCIDENT

C. Wilbur Miller, Jr., Succumbs To Injuries

A 5-year-old boy was critically injured last night when he and his mother were struck by a hit-and-run automobile, and a 61-year-old Frederick man was killed in a freak accident while looking for a lost pipe, police reported.

Meanwhile, C. Wilbur Miller, Jr., who had been struck by a Baltimore Transit Company bus Friday, died of injuries at Mercy Hospital.

Police said that the mother, Mrs. Lillian Douglass, 24, and her son, Jerome, were struck in front of their home in the 3400 block East Lombard street as they were returning from a motion picture theater.

Alighted From Car

The boy was admitted to City Hospitals suffering from a fractured skull and a fractured leg and Mrs. Douglass was admitted for treatment of lacerations of the head and legs.

The father, Jerome Douglass, a patrolman at Sparrows Point, had let them out of the car across the street from their home and was putting his automobile away in the

MARTIN DISCARDS ITS 3-0-3 AIRLINER

To Stick To 2-0-2 Ship Which Meets Needs Of Lines

The Glenn L. Martin Company yesterday announced it has discarded production plans for its 3-0-3 pressurized twin-engine airliner, in favor of carrying on with its 2-0-2 ship which has been in production for several months.

At the same time, the Baltimore airplane company told stockholders it had suffered a \$36,000,000 loss in 1947, which would be offset to a considerable extent by tax carry-back credits against Federal taxes which already have been paid.

Expects To Recover \$20,000,000

Martin said that it expected a refund of around \$15,500,000 from the Internal Revenue Bureau next June, and that it intended court action involving another \$5,000,000 it believed due. This would reduce the net loss this year to \$15,500,000.

It also mentioned a current \$100,000,000 backlog of orders as a sign for the future.

President Glenn L. Martin, in a letter to stockholders which reflected the financial troubles of

1,500 CRITICIZE OPERATION OF TRANSIT LINES

Most Of Grievances Are About Bus Service, Report Shows

By THOMAS J. O'DONNELL

Baltimoreans, more than 1,500 of them, have complained to the Baltimore Transit Company and to the Public Service Commission about nearly everything imaginable concerning transit service in the last six months, data furnished by the company and the PSC showed yesterday.

It was six months ago that the B.T.C. started operation of its plans to replace many trolley lines with busses, changing over to motor vehicles on the No. 1-11 line; No. 17 line; No. 29 line, and No. 24 line.

But while a majority of the complaints are about busses—or lack of them—operations pertaining to trolley cars also have come in for considerable criticism.

The transit company has received 1,547 complaints from individuals since the change-over date, June 22, and nineteen complaints from groups or improvement associations.

Householders Protest

They have been 53 complaints made to the Public Service Commission, including a dozen or so from groups or improvement associations.

Complaints addressed to the company included objections by householders and proprietors of businesses to the placing of bus stops at their curbs, and also protests about new routings, failure of cars and busses to stop, long waits, overcrowding, noisy rail and bus operations, and discourtesy on the part of trolley and bus operators.

The complaints addressed to the Public Service Commission were, perhaps, even more varied.

They ranged from a quiet protest against the removal of window shades from trolley cars to a strenuous, but unsuccessful, complaint by a clergyman about a bus stop at the front entrance of his church at Thirty-third street and The Alameda.

Some Bring Results

In between were complaints about inadequate service, failure of busses and trolley cars to maintain schedules, overcrowding, failures of trolley cars and busses

(Continued on Page 8, Column 2)



at the Mayor intended to go to his
 s and ask them to prepare a list
 ed men from which list he would
 selection.

far as we have been able to learn,
 r construes his promise to mean
 entirely different. To him accept-
 ecommendations of acknowledged
 means that he prepares his own
 ssible appointees and then asks
 ities to comment on them.

not take much perspicacity to see
 ayor's construction of his promise
 ecessarily provide the city govern-
 superior men. For if the Mayor
 list prior to consultation, the list
 so desires, contain the names of
 ere men. Selecting a good man out
 mediocrities is an impossible task,
 ognized authorities.

and hardly less desirable result
 1 Mr. D'Alessandro's construction
 paign pledge. If the Mayor pro-
 high-minded citizens a list of
 nen and asks them to choose
 n, the high minded citizens are
 an embarrassing situation. The
 ented are those of members of
 ession and professional cour-
 is that the response be a literal
 s Mayor's specific request. It is
 hat is, that any professional man
 rsuaded to say of the names on
 they represent only mediocrities.
 Mayor's little system means that
 nounces his final choice, he is
 with a measure of truth, that he
 ded in his choice by the high-
 ens in question. This serves only
 re true situation.

this is the reason Mr. D'Ales-
 be able to work his plan very
 the professional men won't be
 than once. There is nothing a
 resents more than to discover
 caught in a political trap.

nership,
nsibility.

g over of Hampton, the home
 ly family in Dulany Valley, to
 Park Service gives promise that
 months the 158-year-old house
 ds will be open to the public.

F. Lee, chief historian of the
 evaluated Hampton well when,
 there on Tuesday, he pointed
 represents the domestic aspect
 ry's history as, for example,
 Hall represents the political
 olitical events are recorded in
 as everyday living frequently
 o often the only tangible evi-
 v earlier generations of Amer-
 e destroyed by fire or demole-
 e way for modern structures.
 ents to the past are important
 are humble dwellings or, as
 Hampton, a handsome estate
 ie imagination of the planner
 of the architect and of the
 labored under his direction.

ership of Hampton is vested in
 rice, its operation and mainte-
 the responsibility of the newly
 ociety for the Preservation of
 iquities. The society was orig-
 hed in 1931 but, probably be-
 lepression, it did not get very
 ual report Mr. Robert Garrett,

but it is not too early to start thinking,
 in general terms, of the larger consequences
 of any such policy as that which the Presi-
 dent's commission recommends. For the
 recommended policy, in general terms, is
 one of virtually unlimited expansion of our
 air-fighting arm.

No less than 80 per cent of the proposed
 budget for 1948 is devoted to the cost of
 past wars and preparedness for future wars.
 The budget proposals earmarked for the
 military establishment amount to more
 than \$10 billions, and of this more than
 \$4 billions are earmarked for naval avia-
 tion and the air force. What the President's
 commission tells us is that absolute security
 is out of the question but that, even for
 relative security, the amounts set aside in
 this huge budget for the support of fighting
 aviation are not nearly enough. It wants the
 expenditure on the air force to be immedi-
 ately increased over the new budget figure
 by one third and to be doubled for the cal-
 endar year 1949. Along with this it proposes
 a program for the maintenance of our air-
 craft manufacturing industry, for aviation
 research, and for the further development
 of civil aviation ("as a potential military
 auxiliary") which adds up almost to a
 condition of permanent mobilization.

We must reflect that a program as im-
 mense as this, when considered in connec-
 tion with our tremendous outlays for the
 Navy and for the Army, not to mention the
 huge outlays for research, primarily military,
 into atomic energy, not to mention the
 strongly pressed case for universal military
 service, involves profound changes in every
 aspect of our national life. When so vast a
 proportion of our resources is pouring into
 the quest for military security, something
 else has to give way—is indeed already
 giving way.

As private citizens, fully as keen on
 attaining personal security as the nation is
 bent on national security, we all know that
 there are practical limits beyond which the
 quest for security yields diminishing returns.
 Everybody knows people who are "insurance
 poor." These are people so obsessed with
 personal security that they spend their sub-
 stance, and sacrifice the well-being of their
 families, building bulwarks of insurance to
 attain it. Shall we as a nation deliberately
 make ourselves "insurance poor"?

This country is rapidly approaching the
 point when it must take stock of itself. To
 what extent are we justified in risking the
 known strength of the nation (for it comes
 to that) in our quest for security against
 the unknown perils of the future? How far
 do we intend to go in our pursuit of the
 ultimately unattainable, which is absolute
 national security?

The qualities which made this country
 great—which brought us through seven
 major wars and left us stronger after every
 one of them—were not the qualities of a
 military state. Does anyone seriously believe
 that those qualities can survive in a military
 state? Does anyone believe that present
 trends are not toward a military state?

A time of reckoning approaches. The
 recommendations of the President's Air
 Policy Commission bring it closer.

**Mr. Truman Is Too Coy
 About Capital Formation**

There is little in the President's economic
 report to soothe the disquiet which many a
 careful reader felt as he read the message

banks, insurance companies, etc., which ac-
 cept their funds, must pay off and so are
 barred from venture investments.

Now all the way through Mr. Truman's
 report, he speaks proudly of the redistribu-
 tion of incomes that has taken place since
 1929. Much redistribution was of course nec-
 essary and to be welcomed. But the simple
 fact is that \$1,000 cut away from a big
 income and distributed a dollar each (via
 Government channels or otherwise) to a
 thousand smaller income families often
 means the difference between \$1,000 invested
 in venture enterprise and \$1,000 put into
 nonventure savings accounts or spent
 directly on consumers' goods.

Yet the abundance of the consumers' goods
 depends on the extension of the productive
 plant which makes them or which makes the
 machinery which makes them. Mr. Truman's
 tax structure now works to slow venture in-
 vestment; hence to retard technological
 improvement and the launching of new busi-
 ness; hence to make big corporations bigger
 and to put emphasis in such financing as is
 done on sure things which can pay guaran-
 teed interest rates. It is a dangerous situation
 economically. But to admit as much would
 be even more dangerous to Mr. Truman
 politically.

**Now The B.T.C. Is Free
 To Improve Its Service**

The Baltimore Transit Company is now
 free to go ahead with its plans to modernize
 and speed up public transportation service
 in the city. The Maryland Court of Appeals
 has removed the legal obstacles which for
 six months have held in abeyance the B.T.C.'s
 plans to convert a large part of its equip-
 ment from streetcars to busses. As far as
 the State is concerned, there is no longer
 any cause for further delay in the long-
 promised improvement program.

Baltimore's antiquated trolleys have been
 a source of annoyance for many years—
 both to passengers, who have suffered dis-
 comfort and delays, and to motorists, who
 have been trapped in long lines behind slow-
 moving streetcars in the middle of vital
 thoroughfares. The past six months have
 been particularly trying, because the B.T.C.
 has added neither new busses nor new trol-
 leys to its service, despite a sizable jump in
 the number of passengers trying to get
 aboard the available transportation.

Now the public will expect the B.T.C. to
 carry out its conversion plans as quickly
 as possible, starting with the immediate use
 of the 132 large busses which the B.T.C. has
 been withholding from service until a court
 decision on conversion had been reached.
 More than 70 miles of the transit system
 are involved in the B.T.C.'s plans to replace
 streetcars with busses, and however quickly
 the conversion takes place, it will not be too
 soon to give the city partial relief from its
 traffic snarls.

Enforcement Of No-Smoking Law
 To the EDITOR OF THE SUN—Sir: Seeing
 Mrs. Sophie F. Horman's letter to you about
 smoking on streetcars brings a strong pro-
 test, too, from me. I have noticed for some
 time that smoking on streetcars is very much
 on the increase. Not only do these violators
 of this ordinance light up a block or two
 before they get off but many board cars
 with lighted cigars, pipes and cigarettes and
 continue smoking—some taking a few puffs
 after they sit down, while the more brazen
 ones continue until the streetcar



Education As Di

By I

Almost everyone knows in a gen-
 eral way that there exist certain
 schools and colleges in the Middle
 East founded and maintained by
 Americans. Not many people realize
 the importance of the role played
 by these institutions, and the extent
 of the good will toward the United
 States for which they are respon-
 sible.

The first of these schools were
 established in the nineties of the
 last century. At that time the United
 States had hardly any economic
 interest, and certainly dreamed
 of no political involvements, in that
 area. The schools were opened un-
 der the auspices of groups ani-
 mated by missionary zeal. The
 American University at Cairo,
 Egypt, and the American Univer-
 sity of Beyruth, in Lebanon, were
 established in these centers of Mos-
 lem culture with the idea that
 Christian religion could help the
 Moslems to raise their cultural
 level—and especially could teach
 them how to combat disease, how to
 acquire the rudiments of public hy-
 giene and how to go about improv-
 ing their standards of living. The
 Moslems were quick to make the
 American missionary educators un-
 derstand that they had no intention
 of switching religions, but that on
 the other hand they were happy
 enough to sit as students at the
 feet of American educators on ques-
 tions of a more mundane char-
 acter.

The American educators took the
 cue. They made up their minds that,
 as true Christians, they had no
 right to demand a quid pro quo
 from the Moslems—that they had
 no right to expect a renunciation
 of the Moslem faith in return for
 vocational and liberal education
 of the Western kind. They went
 on with the job, and a good job
 they did—a unique job in that
 area.

For there were British schools
 in Egypt, but these catered to the
 sons and daughters of the Egyptian
 pashas and of the non-native resi-
 dents. There were French schools
 in Egypt and Syria. But they were
 maintained primarily for Chris-
 tians. The American schools in
 Cairo and Beyruth, on the other
 hand, were open to any qualified
 young people of the countries of
 the Near East who sought liberal
 and vocational education, without
 distinction as to class or religion.
 Those Americans lucky enough to
 visit the Middle East during the
 war and after have seen for them-
 selves how tremendously useful the

women with ti
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B.T.C. BUSES CALLED SMALL, SMELLY, NOISY

Crowd Overflows PSC Offices As Transit Inquiry Begins

Repeated attacks on the Baltimore Transit Company's plans to replace trolley car lines with bus transportation marked the all-day public hearing called yesterday by the Public Service Commission as it opened an investigation of the many hundreds of complaints made about B.T.C. service.

Dowagers from Roland Park, steelworkers from Sparrows Point, department store clerks, college students and Communists presented a united front in denouncing what one speaker termed "one of the worst transit systems in the whole country."

The University Heights Improvement Association presented the results of a poll showing that a large number of persons questioned preferred trolley cars to busses by nearly 3 to 1.

Hearing Room Crowded

The hearing room was so crowded by more than 100 men and women that about 25 or 30 persons were unable to get in at all, leading one complainant to remark that, "It's just like being on a bus."

Scores of speakers still remained to be heard when the hearing was recessed until 10 A. M. today.

Murray MacNabb, representing the University Heights Improvement Association, which, he said, embraced the area extending from Twenty-fifth street to University parkway and from Guilford avenue to Howard street, presented the statistics concerning vehicle preference.

He said 1,600 printed cards were sent out to as many residents of the area less than a week ago, and that 400 already have been returned.

Of 339 cards tabulated, he continued, 236 signers said they preferred trolley cars, 80 said they preferred busses and 23 said they preferred trackless-trolley coaches.

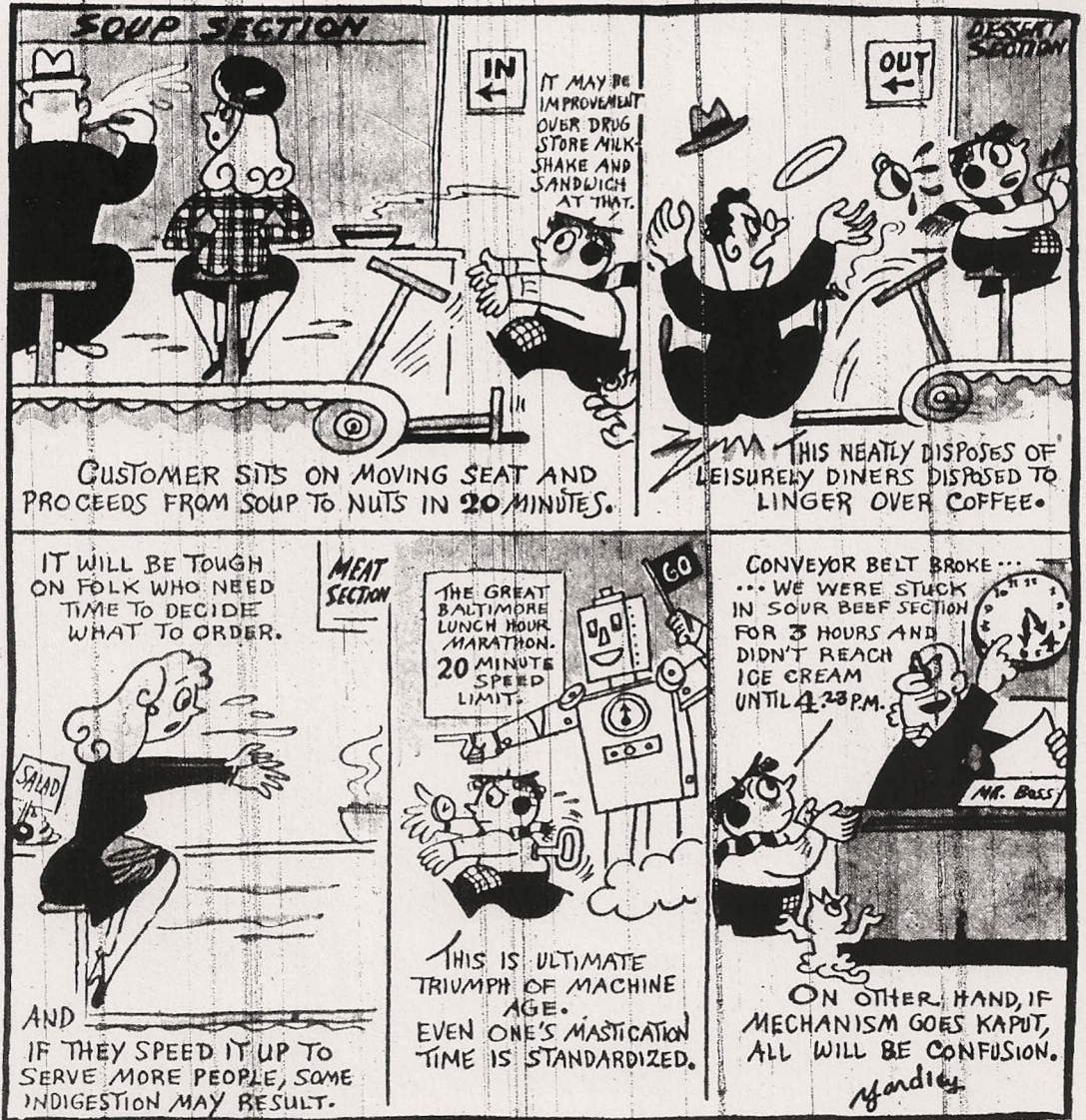
Only 16 of the 339 said they were satisfied with present service of the transit company and 304 stated they were dissatisfied, Mr. MacNabb said.

Then he quoted from a few of the cards sent in:

"Do away with busses, they are

Snow And Rain Freeze On Roads

Man Vs. Machine



INTERRACIAL GAME BAN TO CONTINUE

Policy To Be Retained Pending Further Study

The policy of racial segregation in athletic contests under the supervision of the Bureau of Recreation will be continued, at least until the Board of Recreation and Parks studies the question further.

This was decided last night by the board at a meeting in the Municipal Stadium administration building. More than 100 persons crowded the seating area of the meeting room and overflowed into the corridor.

Three park policemen in plain clothes attended the session and five uniformed members of the force arrived later when the board went into executive session to make its decision.

Vote Is 4 To 1

Vandals Smear Paint On House, Inscribe: KKK

Southwestern district police last night were investigating vandalism in the 1400 block West Fayette street.

Across the front of one of the houses red and yellow paint had been smeared, reaching almost to the second floor.

On the front door of the house in yellow paint were the letters K K K. Also attached to the door was a newspaper clipping of a picture of a Klansman.

Seven windows in the house were smashed.

Neighbors in the area linked the vandalism to rumors that the house was to be occupied by Negroes. Other houses in the block are occupied by white families.

Three Men Are Held On Shooting Charge

T. R. REID, ILL ABED, AMONG 10 HONORED

Junior A. Of C. Calls Him Outstanding In U.S.

City Councilman Thomas R. Reid yesterday was propped up in bed in Union Memorial Hospital when he received the news that he had been selected as one of the ten "outstanding young men of 1947" for his work as a "human-relations" expert.

The selections were made by the National Junior Association of Commerce, of which Mr. Reid formerly was a vice president.

Because of his illness the 33-year-old executive and city official will be unable to accept his award in person at a banquet in Chattanooga, Tenn., tonight.

Both Hospitalized
Both he and Mrs. Reid, who live at 416 Northway, have been hos...

Course In Angling Proposed
In Baltimore Public Schools.



AND IN FISHING ARITHMETIC, PUPILS, WHEN DESCRIBING CATCH, 7 OUNCES ALWAYS EQUALS 1 POUND.



Walkers Have Right Of Way When Car Turns, Judges Say

Chief Magistrate Joseph M. Wyatt declared that not all motor-vehicle accidents proceeding "on a green light" are the right of way over pedestrians.

With other magistrates of the Traffic Court, Mr. Wyatt attempted to clarify, as much as possible, the legal aspects of a recent controversy regarding pedestrians versus automobiles.

"A lot of drivers in a hurry," said Magistrate Wyatt, "make right or left hand turns at intersections where they get the green light—I rely on horn blowing to shove pedestrians out of the way."

"Not All Law"

"They should bear in mind that a green light gives them the legal right to proceed straight ahead only when they turn, they move against a red light.

"Under such conditions the pedestrian, moving directly across a street at a corner, on a green light ordinarily has the right of way."

"But it is not all law, the law is written to cover all cases. The simple fact on which Magistrate Wyatt based his interpretation, if one judges from the comments of pedestrians, is a fact not to be considered by motorists.

Watch Out, Nevertheless

It is that, if an automobile operating on a green light starts a turn, from then on it is facing the red light and therefore forfeits the right of way to the pedestrian.

"But it is certainly incumbent on the part of pedestrians to exercise care and common sense to save themselves bodily harm."

Magistrate Miller added that drivers, too, should be cautious and not "try to bull" their way through when they are making turning movements which amount to changing their courses.

Based On Section 181

The legal statute on which the Traffic Court makes its rulings, according to Magistrate Joseph Leifer, is Section 181 of the Maryland motor-vehicle code.

This section states that pedestrians have the right of way at crossings, except where traffic is directed by "officers or traffic-control devices."

The recent controversy has arisen because motorists, according to complaints by pedestrians, assume the green light gives them, entirely, the right of way.

The magistrates say it is difficult, in fact impossible, to make blanket rulings in advance of particular cases.

For example, they probably would hold the motorist to be right, and the pedestrian wrong, in an accident where the automobile began to turn on a green light and the pedestrian then walked against the side of the automobile.

In such a case, it was explained, it probably appeared to the driver when he began the turn that he had a clear roadway, thus he prob-

MUTH WARNS OF TRANSIT CHAOS HERE

Tells PSC That Court May Oust Present B.T.C. Management

Members of the Maryland Public Service Commission were warned yesterday that the present management of the Baltimore Transit Company may be ousted from operating control by Federal injunction, leaving the local transit system in chaotic condition.

The warning was given by William J. Muth, vice president of the City Council, as the public hearing by the PSC on transit operations went into its second day.

Mr. Muth first reminded members of the PSC that National City Lines, Inc., which has operating control of the Baltimore Transit Company, was under Federal grand jury indictment in Los Angeles on charges of conspiracy to evade the anti-trust laws, along with the General Motors Corporation, the Firestone Tire and Rubber Company, the Phillips Petroleum Company and certain other organizations.

PSC Aware Of Situation

"If the Federal Government is successful in its suit and the B.T.C. management is forced to pull out of Baltimore, then we'll be left with torn-up trolley car tracks, torn-down trolley poles and in the middle of a conversion to busses which apparently the people of Baltimore do not want anyhow," the city official said.

He said he wondered whether the public and the Public Service Commission realized the situation.

"We are cognizant of that fact," Charles B. Bosley, chairman of the PSC, replied.

Mr. Bosley reminded Mr. Muth that the City Council had passed one-way street ordinances in connection with the trolley-to-bus conversion and that Simon E. Sobeloff, then city solicitor, had testified in a 1946 PSC hearing that the city favored the conversion plan.

"The City Council vice president retorted to Mr. Bosley that he was not responsible for Mr. Sobeloff or the city."

Resolution Filed

Mr. Muth opened his testimony by filing with the PSC a resolution adopted Monday night by the City Council, calling on the Public Service Commission to enforce its regulations against the overcrowding of streetcars and busses.

Remarking that he has had a "deluge" of mail and telephone complaints against the transit company since he introduced the resolution in the City Council several weeks ago, Mr. Muth said he would like to ask some questions.

Questions Unanswered

"What other major cities are going about this wholesale conversion of trolley car lines to busses?" he asked.

"We're not here to answer questions," he replied.

(Continued on Page 7, Column 1)

Archbishop O'Boyle Enthroned As Head Of Washington See

By GEORGE C. DORSCH
(Sun Staff Correspondent)

Washington, Jan. 21—Historical Catholic ties between Baltimore and Washington were severed this morning when the Most Reverend Patrick A. O'Boyle was installed in St. Matthew's Cathedral as the first resident archbishop of Washington.

The Capital thus became the seat of an archiepiscopal see by Papal decree.

The enthronement of the new archbishop, elevated last week to the hierarchy from his post of executive director of New York Catholic Charities, marked the end of the duties of the Most Reverend John M. McNamara as administrator of the Archdioceses of Baltimore and Washington, a post he took over immediately after the death last spring of Archbishop Michael J. Curley, who headed both archdioceses.

Changes In Hierarchy

The first official act of Archbishop O'Boyle, announced from the pulpit after he was enthroned by the Most Reverend Anleto Giovanni Cicognani, apostolic delegate, was the appointment of Bishop McNamara, a Baltimorean,

as vicar general of the new Archdiocese of Washington.

Bishop McNamara, who automatically ceased being an auxiliary bishop of Washington and Baltimore, yesterday became the auxiliary bishop of Washington only.

The Most Rev. Lawrence J. Shehan, also an auxiliary bishop of the two archdioceses, became auxiliary bishop of the Archdiocese of Baltimore only.

The Rt. Rev. Msgr. Joseph M. Nelligan, rector of the Cathedral in Baltimore, ceased being the chancellor of the Archdioceses of Baltimore and Washington and hereafter will be chancellor of Baltimore only.

To Have No Province

Ordinarily an archbishop has supervisory powers over the neighboring dioceses which form his ecclesiastical province. However, the Archdiocese of Washington will be unique, as no province, outside the Archdiocese itself, has been assigned to it by Pope Pius XII.

While Archbishop O'Boyle will be the supreme ecclesiastical authority in the area, he will not have the power to appoint or depose bishops in the area.

(Continued on Page 11, Column 1)

SIX EX-INTERNEES BACK AID MEASURE

Former Captives Of Japs Favor Compensation Bill

Six Baltimore civilians who were held captive in the Philippines by the Japanese during the war, feel all such internees are entitled to compensation.

They heartily endorse the Hinshaw Bill, now before the House of Representatives, which would provide compensation to the internees from Japanese assets seized in this country.

Imprisoned in the Santo Tomas prison camp for three years and now residing in Baltimore, these persons spoke with much emotion yesterday when asked how they felt about their misfortune and the pending legislation.

Not Given Any Warning

They were Mr. and Mrs. J. W. Cairns, of 1312 Park Avenue; Doctor and Mrs. Robert M. Overbeck of the Homewood Apartments, and Doctor and Mrs. August West, of 1912 Mount Royal terrace.

Their principal points of contention:

1. "For reasons of state, not to unduly alarm the Filipinos," American civilians were not given any warning to evacuate, despite the numerous queries they made as to what danger they were in Navy and army dependents, on the other hand, were advised to leave some time before Pearl Harbor.

2. The civilians lost their homes.

(Continued on Page 6, Column 1)

DETECTIVES FREED ON BEATING CHARGE

Judge Acquits Pair Accused By 3 Holdup Suspects

Cumberland, Jan. 21 (AP)—Two Newark (N.J.) detectives accused by three holdup suspects of beating them were acquitted today by Magistrate Oliver H. Bruce, Jr. of charges of assault and battery.

The charges were preferred against Detectives Robert F. DeWally and Robert Griffith by State Attorney Morgan C. Harris. The detectives had been in custody since Monday but the nature of the charges was not disclosed until tonight.

Magistrate Bruce said he was acquitting the two detectives because "Cumberland will become a dumping ground for criminals, detectives who come here to lie are prosecuted under these conditions."

Said He Used "Slapjack"

James Minnella and two brothers, Gabriel and Joseph Cunha, a former Newark, testified they were punched by the Newark detective during questioning last Friday. Minnella and Joseph Cunha said Griffith used a small leather glove known as a "slapjack" on his hand and socked them in the stomach.

Griffith, under questioning by the prosecutor, said he had never seen the two men before.

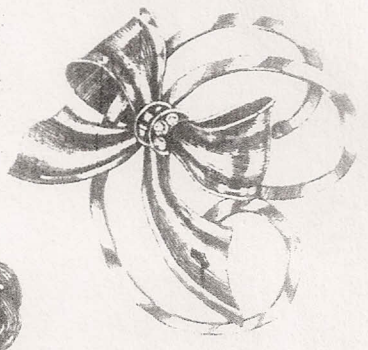
(Continued on Page 7, Column 4)

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Terrapin
Exquisite is the best word for it.
From the deep, cold waters off the coast of Maine.
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on a 21" x 12 1/2" screen. Exceptional
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Such is the



PSC Hearing

The Public Service Commission's hearing on Baltimore Transit Company service drew such a throng of witnesses and spectators that they could not all get into the room chosen.



The speakers were given very close attention as they presented their statements. The audience included representatives of a number of neighborhood improvement associations.



In Baltimore



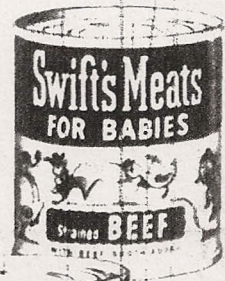
Every so often the testimony given by witnesses brought smiles and laughter from some members of the audience.



To little babies,
makes a big dif-



Always look for the ne
... first in Meats for



*Economical—
All meat—
No waste*

Meat makes a differen
better start in life . . .
feedings to babies as you
When Swift's Strained
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were healthier, more
cried less—and had ge
than babies who rec
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baby on meat as early .

Meat—for firm,
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Also Swift's Diced

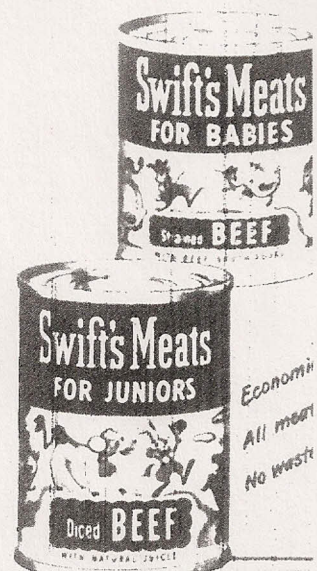


Every so often the testimony given by witnesses brought smiles and laughter from some members of the audience.



Matrons from various parts of the city were present, along with steelworkers, store clerks, college boys and others.

Always lo
... first



Also Swift's Diced Meats for Juniors
(Confidentially, they're a hit with the whole family!)

**ASK YOUR DOCTOR how soon and how much Swift's Strained Meats to feed. (Usually 1 teaspoon is enough to start - the amount may be gradually increased as baby grows older.)*

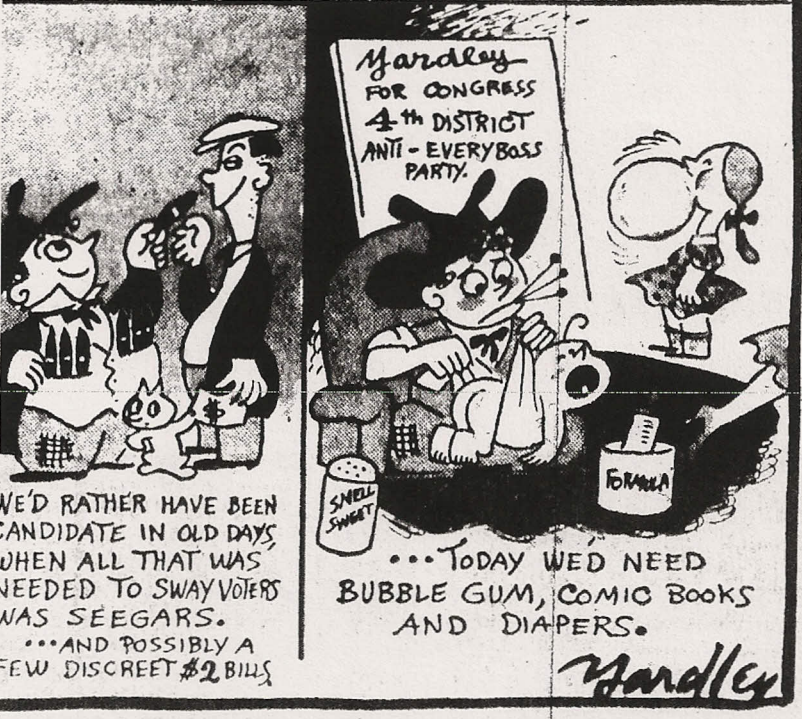
SWIFT... for
... first

SWIFT &



Techniques . . .

League Of Women Voters To Offer Baby Sitting Services To Bring Out Lady Vote In Coming Elections.



DEFEAT SEEN FOR TRACKLESS TROLLEY BILL

'Kidnappi By Stu

Abramson Predicts Death Of Move To Block Conversion To Busses

Following a City Council committee hearing yesterday, Councilman Abramson, chairman, predicted that a bill to require the use of trackless trolleys instead of busses by the Baltimore Transit Company would be defeated Monday.

He said a resolution aimed at the same results also would be defeated.

Basing his predictions on an unofficial poll of members taken shortly after the hearing, Mr. Abramson said there would be at least fourteen votes against each measure. Only eleven votes are needed to defeat them.

Seeks Unfavorable Report
His committee will meet Monday when he will endeavor to have it make an unfavorable report to the Council on the bill and the resolution. But regardless of the committee's action, he emphasized, the Council will act unfavorably on the two bills.

Last Monday, the Council adopted a resolution asking the Public Service Commission to defer discussion on the issuance of trust notes of the company for the purchase of busses until the Council takes action on the other measure before it.

Councilmen Dewees and Muth prepared the ordinance on which the Committee on Highways and Franchises held a hearing yesterday. It would provide that "hereafter, when the . . . company shall cease its fixed-wheel operation on any street or streets, it shall use trackless trolley operations and not coach or bus operations."

Backed By Eleven Members
At the time of its introduction it had the sponsorship of eleven

Hamilton R. Atk day that the "kidnap and Old York road T students who wanted The students—v to launch a large-sc demands by the comm As for the police of the ten eyewitness

Fancy
Here is what the thought they saw: A grayish-tan sedan State license plates. One of the ten witness it was green; another had Maryland tags. Two men, 22-30 years out and fought with a 22-25 years old.

One of them hit the with a dark object w like a blackjack. They pushed the victim into sped away.

TWO NEW ON STREETS OF

Druid Hill, McCulloch May Prove Peril,

Opposition to design Hill avenue and McCulloch as one-way thoroughfa pressed yesterday by Authority of Baltimore A bill to make one of the two arteries, as street, and Auchentor was advanced to the final stage this week and final passage Monday.

In a letter to C. Mar Council president, Olinston, executive director Housing Authority, said "considered judgment agency "that the enactment No. 378 will tional traffic hazards

R. A. Hingson Will Conduct Anesthesia Study At Hopkins

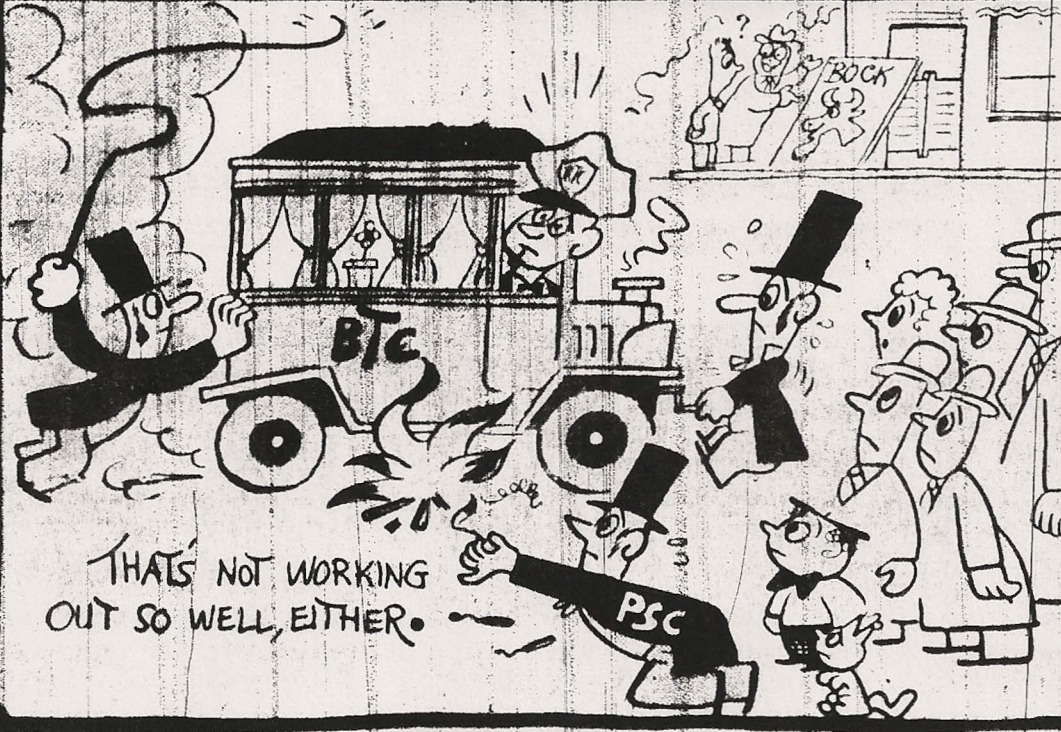
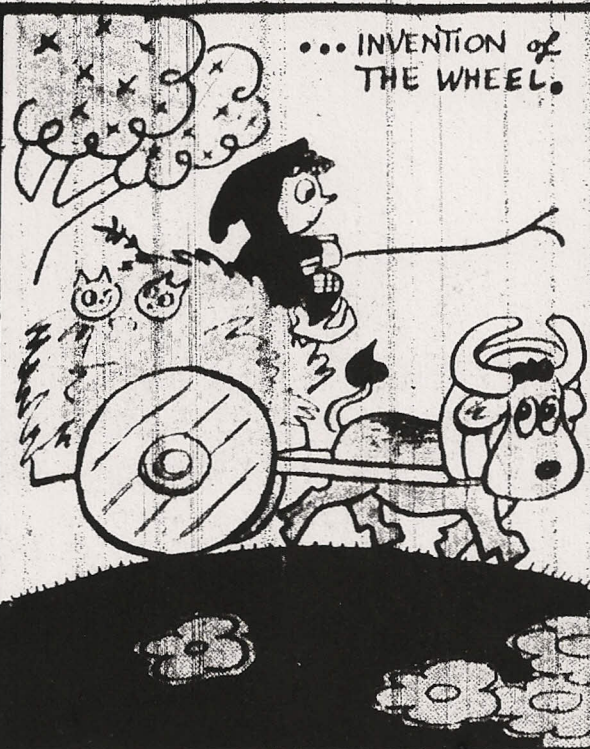
appointment of Dr. Robert Hingson as anesthesiologist of department of obstetrics of the Hopkins Hospital, effective , was announced yesterday Edwin L. Crosby, director hospital.

outstanding obstetrical anesthesiologists has been on special assignment to the University of Tennessee in Memphis since 1945. He is professor of anesthesiology at the University of Tennessee and codirector of postgraduate courses

3/17/48

Evolution Of Transportation . . .

Public Service Commission Directs Transit Company To Bring About "Substantial Improvement In Service"



STATE DEMOCRATS CANNOT JOIN BOLT

Law Restricts Maryland Votes

Study Reported Completed On O'Conor Count

FALLON TO SEEK 3D CONGRESS TERM

Democratic Incumbent Says

Winning a College Education for Your Child?

starting saving today, the "Central" Way

at either of Central's two conveniently located offices and open a savings account under our "Individual Savings Plan." Secure your child's future with planned savings.

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the **FINER** and **MORE EXPENSIVE** OPERATIONALS for less

Example: You would expect to pay at

DRIVING-TEST PLANS READY

Transit Company To Unveil, Demonstrate Machine Today

A "motor ability" machine which the Baltimore Transit Company has purchased to test the aptitude of new applicants to operate busses or trolley cars will be unveiled at 2:30 P.M. today at a public demonstration in the company's offices, 1515 Washington boulevard.

The machine will be operated before an audience that will include city and automobile club officials and the inventor of the device, Dr. Glen U. Cleeton, of Carnegie Tech, an authority in psychological testing for education and industry.

Ninth To Install It

The Baltimore Transit is the ninth company of its kind in the country to install the machine, which costs about \$5,000 and was developed by Dr. Cleeton with the aid of the American Transit Association.

It will be used to test only new applicants, not current operators of vehicles, a company official explained yesterday.

An applicant will be given a 45-minute test on the machine to determine his mental and physical co-ordination, his speed of reaction to given signals, his concentration and his teachability.

Requirements Listed

Seated in an airplane bucket seat on a raised platform, an applicant will be required to operate a brake, clutch, gear shift and steering wheel in response to flashing lights on a panel board 15 feet in front of him.

The board contains a green, amber and red light; an inverted "V" and a straight "V."

When a light flashes on the board, the prospective operator will be required to go through a definite routine which he has studied before hand.

For example, when a red light appears on the board, the driver will be required to turn a steering wheel a half turn to the right and back again; step on the clutch, and shove the gear shift lever forward and back to its normal position.

Charted On Tape

His responses, meanwhile, are electrically charted on a tape, and later compared with a normal chart for each operation. The testing becomes more difficult as lights are flashed in series, requiring more complicated operations.

"Passing the motor ability tests is by no means all that an applicant must do to qualify as an operator," said Philip E. Askey, personal director of the Baltimore Transit Company.

Cancer Fund Now 43.5% Of Total

Maryland's current Conquer-Cancer campaign entered its fourth and final week with only 43.5 per cent of the State quota collected. Maj. Gen. Philip Hayes, USA (retired), said yesterday.

General Hayes is State campaign chairman.

The final report meeting of the campaign will be held Friday in the Southern Hotel.

Mrs. Paul L. Holland, chairman of the general canvass division, said that committees have not yet completed their assignments, but expressed belief that the canvassing would be completed by Friday.

GROUP TO ASSIST MEN IN UNIFORM

United Citizens League Reactivates Four Committees

The United Citizens League, which contributed to the welfare of thousands of service men in Baltimore during World War II, reactivated its four committees last night partly to combat what its officers described as a growing disrespect and unfriendliness toward men in uniform.

Louis S. Ashman, general chairman of the league, asserted that young soldiers, sailors and Marines are forced to seek "unwholesome recreation" because the community no longer accords them the welcome it did during the war.

An attorney and author, Mr. Ashman summoned the committee chairmen and league officials to a dinner meeting in the private dining room of a North Charles street restaurant where plans were made to resume the group's activities along four fronts.

League Plans Rally

The league, among other things, next month, will hold a rally of the 6,000 "Gallon Clubbers" who contributed a gallon of blood to the donor services of the Red Cross during the war.

The league has a master list of the 6,000 members of the "Gallon Club" and each member will be asked to recruit blood donors, Mr. Ashman said, because blood banks at veterans and civilian hospitals in the Baltimore area are "critically" low.

Present at last night's meeting were Judge Edward S. Delaplaine, of the Maryland Court of Appeals, who is honorary president of the league; Judge Charles E. Moylan, of the Supreme Bench of Baltimore, honorary chairman, and the Very Rev. Francis Xavier Talbot, S.J., president of Loyola College and a member of the league's advisory council.

Preliminary Reports Given

Preliminary reports on the urgent need for reviving the League were given by the following committee chairmen:

MARTIN VOTES TO BE COUNTED

Result Of Election Will Be Settled Today By NLRB

The outcome of the election last August 21 to name a bargaining agent for employes of the Glenn L. Martin Company will be decided today.

All but seven of the remaining 88 challenged ballots in the bargaining-unit dispute will be counted by the National Labor Relations Board.

The Martin election was the last in the nation held by the NLRB before the Taft-Hartley Act became effective August 22.

88 "Borderline Cases"

Results of the most recent tabulation in the dispute showed 1,980 for the International Association of Machinists, 3,047 for United Auto Workers and 1,033 for "no union."

Since no choice on the ballot had a clear majority, a ruling was necessary on the 88 challenged votes, described as "borderline cases" at the time of the tabulation.

The count will be made today in the offices of Ross M. Madden, regional director of the NLRB, in the presence of all parties to the dispute.

Lieut. G. R. Morgan Decorated

First Lieutenant George R. Morgan of Baltimore has received the Bronze Star Medal for meritorious achievement in Germany in 1945.

Aid . . . to Arthritis And Kidney Sufferers

Mountain Valley Water from Hot Springs, Ark., helps to—

- 1-Stimulate Kidney function
- 2-Reduce excess Uric Acid
- 3-Soothe Bladder irritation
- 4-Remineralize the body

This mineral water is delivered right to you. Order a case today.

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uch better than I
em. And, it costs
long run!"

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on methods.

nd rinses them eleven
live steam and West-
amps.

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Each bundle is laund-
ers come back to you

and delivery

er picks up the soiled
resh, clean, fluffy ones.
al-type container with
apers.

PAVING CRACKS AT BUS STOPS

Officials Study Problems Of Reconversion Program

By CARROLL E. WILLIAMS

[Business Editor of The Sun]

Officials of the Bureau of Highways are concerned over the increasing numbers of crackups of street pavement—both surfacing and base—at bus stops.

This is recognized as a potentially serious hazard. As the reconversion program of the Baltimore Transit Company proceeds, bus traffic will spread over more and more streets, the construction and design of which may not be up to present-day minimum standards for serving heavy-duty high-speed traffic.

The bureau also seeks means to protect asphalt-surfaced streets at bus stops from the deleterious effects of fuel-oil drippings, spattered from the exhausts of busses when they halt for passengers.

Acts As Solvent

It has been observed that certain street surfaces have been roughened by the kerosene content of the fuel oil, which acts as a solvent.

Along the transit company bus routes, maintenance crews of the Bureau of Highways are at work replacing some types of pavements rolled up into bumpy waves by the braking action of vehicles as they draw up to the curb.

At other points the pavement has sunk deeply just outside the gutter, the counteraction causing the surface immediately adjacent to the curb to be pushed up, sometimes to a height overtopping the curb.

Base Disintegrates

At still other points, notably on asphalt-surfaced streets with concrete bases, the base has disintegrated, creating fissures, bumps and holes at bus stops.

In advance of the placing of bituminous materials, in the big resurfacing program now under way on a city-wide basis, most of the spots—including those at bus stops as well as in the pavement generally—are being gouged out by crews armed with air-driven chisels, broken up and loaded into trucks and carted away.

Where necessary the earth beneath is stabilized and a concrete patch as thick as the combined depth of the base and surface is being put down before the bituminous topping is laid.

New Paving Holds Up

James H. McKay, chief of the Bureau of Highways, is "encouraged" by one "big factor." None of the new inch-inch surfacing has "rolled up" under the constant pounding of the tires of heavily loaded trucks and busses.

"Failure in streets may be attributed to so many things that it

A.D.A. Claims Poll Indicates 66% Favor Civil-Rights Bill

Two thirds of the residents of Baltimore who have considered the President's civil-rights program think that the special session of Congress should enact it, it was estimated yesterday by William Boucher 3d, president of the Baltimore chapter of Americans for Democratic Action.

Mr. Boucher based his opinion on the first tabulated results of a city-wide public-opinion poll recently conducted by the Baltimore A.D.A.

126 Out Of 268 Say Yes

In answer to the question "Do you think the special session of Congress should take action on the civil-rights program?" 126 of 268 persons ("chosen scientifically from all income groups and all sections of Baltimore" and questioned by "twenty carefully instructed telephone interviewers") answered "yes"; 64 said "no" and 78 "didn't know."

Those who "didn't know," Mr. Boucher believed, simply did not know the program.

"I think that everyone who knew what it was about knew where he stood," Mr. Boucher declared.

Other Questions Included

There were three other questions posed to a total of 450 Baltimoreans. Interviewers asked whether Congress should act on "rising

prices, the high cost of housing and Federal aid to education."

Eighty-five per cent of those questioned were for control of rising prices, eight per cent opposed control and seven per cent had no opinion. Opponents to control recalled "maladministration of OPA, the black market and the inconvenience of coupons," said Mr. Boucher.

Eight out of ten people thought that Congress should do something about the high cost of housing; one out of ten thought Congress should let nature take its course, and one out of ten had no opinion.

Federal Aid Favored

Federal aid to education was favored by 66 per cent and disapproved by sixteen per cent. Eighteen per cent had no opinion.

There were two other questions to which the answers were more complicated to tabulate and are still being studied. The questions were: "Is there any other issue on which you think the special session should act?" and "If so, what?"

Mr. Boucher said that representatives of the Baltimore A.D.A. will go to Washington either today or tomorrow to inform the Maryland delegation at the house office building of the opinions of Baltimore voters as revealed by the poll.

Tallarico Given Big Ovation

An orchestra that taxed the capacity of the main auditorium of the Peabody Conservatory of Music last night gave Pasquale Tallarico, a member of the piano faculty of the school, a rousing ovation when he completed the four and final recital of a summer concert series.

While the recitals primarily were scheduled for students of the Conservatory, the Johns Hopkins University and the Maryland Institute of Art, the audience last evening was overwhelmingly of an older generation.

200 Stand In Foyer

They filled all of the 950 seats, sat on steps leading to the stage and found more than 200 standing places in the rear of the hall.

Many stood in the foyer, but about a hundred finally surrendered to the noise of passing automobiles and departed. Some sat on stairs leading to the balcony, others on the front steps while still

others stood outside under the Charles street windows and listened.

Tuneful Works Selected

Mr. Tallarico selected a program of familiar and tuneful works suitable for summer nights. There were five Schumann compositions, five Chopin favorites, two of Debussy's popular numbers and three offerings by Franz Liszt, ending with the Second Hungarian Rhapsody.

Dressed in a white linen suit and black tie, he responded to applause with several encores before the audience decided to call it a night.

Band Concerts

Park Band No. 1, Carroll Park, 8 to 10 P.M.
Municipal Band No. 1, Hilton Street-School 91, 8 to 10 P.M.

4-H Cl
Arri
College
The vangu



Calls g' Officials

ms Falls parkway and feet.
Nos. 18 and 22 at School r and Calhoun streets.
r Memorial is serving as place for registrants from he city.
Registration Dates
Registration schedule:
1927, Friday and Satur
1928, Monday and Tues
1929, September 15
1930 before September
ber 17 and 18.
he teachers returning to
ow, we need volunteers
ever." Colonel Stanwood
ple returning from their
may be able to assist.
hey can spare just two
lay.
ers should call Vernon

TRACK SITES TO BE CLEANED

City To Remove Trash At Old Transit Rights Of Way

Paul L. Holland, municipal di
rector of public works, said yester
day that trash littering the old
streetcar rights of way on Roland
avenue, University parkway and St.
Paul street, will be cleaned out as
quickly as possible.
Mr. Holland said the work would
be done jointly by the highways de-

partment and the street, cleaning
division.

The public works director ac
knowledged that the rights of way
in the centers of the three streets
had reverted to the city when they
were abandoned by the Baltimore
Transit Company, but added that
other work has kept available em
ployees occupied.

He said work also is being started
on the abandoned parkway on Park
Heights avenue.

William P. Fannon, head of the
Bureau of Sanitation, said his
bureau is responsible for rubbish
reported in the streets near bus
stops on Roland avenue.

Cleaning crews are supposed to
sweep the section near St. Mary's
Seminary at least once a week, he
said. He promised that litter now
there will be cleaned up imme
diately.



**KLM TO THE
WEST INDIES**

Flights from Miami on KLM
Royal Route to JAMAICA,
BERMUDA, CUBA, HOLLAND,
S. and VENEZUELA.

"Waterless" Cooking in any Pot

Cook vegetables with better flavor—
save vitamins and minerals. Simply
quick-wrap each vegetable in Reynolds
Wrap, drop in boiling water. They
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Just one of the 1,001 kitchen miracles
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housewares store for a roll
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REYNOLDS WRAP

PURE ALUMINUM IN

HANDY KITCHEN ROLLS

YOU WOMEN WHO SUFFER HOT FLASHES then FEEL CHILLY-

Here's Good News!

Are you between the ages of 38 and
52 and going through that trying
functional 'middle-age' period pec
uliar to women? Does this make
you suffer from hot flashes, feel



**Your
summer-wear
watch needs
a 'New Look'**



dress

Play it safe—have your
favorite jewelry repair
man recondition your
watch. Then play the
game smart and get Cuckoo
—the exciting, new
sculptured watch bracelet
renewed, restored to all
in the colors of yellow,
pink or white gold.

watch bands by
Jacqui
LARGEST MAKER OF



11/19/48

EXPLAINS PLAN ON BUS STOPS

Atkinson Urges Ordinance Permitting Changes

Hamilton R. Atkinson, Commissioner of police, last night explained his reasons for urging passage of an ordinance giving the commissioner and the director of the Department of Public Works the right to discontinue bus stops.

"Traffic conditions here are anything but static," Mr. Atkinson said. "They are changing very rapidly. It seems right, therefore, that we be granted the power to discontinue a bus stop that has been instituted by the Baltimore Transit Company with our approval."

Example Is Given

As an example of what might take place if the ordinance—introduced in the City Council last Monday—is adopted, Mr. Atkinson explained:

"Say a bus line operating north-bound on a one-way street is re-routed to swing west over another one-way thoroughfare. It is obvious that the bus stop, previously approved at the southeast corner of the intersection, should not be continued.

"Instead, it would be most logical to have the bus stop—after turning—at the northwest corner.

Kelly Backs Ordinance

"That would make it possible for the bus driver to work over to the proper turning lane as he approached the intersection.

"We have authority to create the new stop but we haven't the right

to discontinue the old one. Passage of the new ordinance would be entirely consistent."

C. Markland Kelly, president of the City Council, who introduced the pending ordinance at the suggestion of the Police Department, declared:

"Things are moving very fast in the field of traffic. We should take every step possible to enable competent authorities to change bus stops to meet changing conditions.

Council Could Override

"Their recommendations would be forwarded to the City Council for the record. The Council has the right, if it chooses, to override the action of the Police Commissioner and the director of the Department of Public Works.

"But I don't think the Council would have to do that. I am sure that if valid objections are presented by councilmen to any specific proposal, the commissioner and director of public works would gladly rescind their action."

CCC INSURANCE PLAN SCORED

Association Told Private Business Is Threatened

The Commodity Credit Corporation's practice of insuring tobacco on which it loans money is a threat to the private insurance business, John C. Stott, president of the National Association of Insurance Agents, declared here yesterday.

Addressing the opening of the twelfth annual convention of the Maryland Association of Insurance Agents, at the Lord Baltimore Hotel, Mr. Stott said the CCC collects 1 1/2 cents per \$100 of balance to pay for insurance coverage.

He pointed out that the act

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