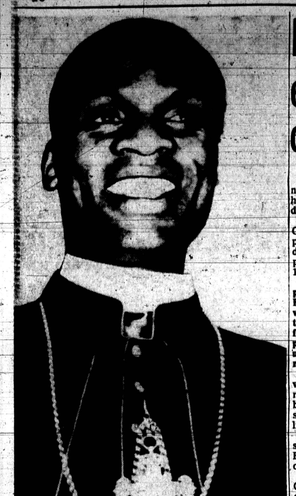
WHEN YOU FINISH READING YOUR AFRO PASS IT ALONG TO A FRIEND



FIRST COLORED CARDINAL — His Eminence Laurian Cardinal Rugambua, Bishop of Rutabo, Tanganyika, Africa, will offer Holy Mass at the National Shrine of the Immaculate Conception in Washington, Sunday, 4 p.m. He is the first colored cardinal to be named in the history of the Catholic Church. Bishop Fulton J. Sheen will also be on the program.

NAACP in extended campaign

The NAACP spring renewal membership campaign has been extended to Tuesday, June 20.

With the extension, Mrs. Charlotte W. Downie, campaign director, feels confident that when all final reports are in, the goal of 1,000 will be reached.

Dr. Lillie M. Jackson, president of the Baltimore Branch, urges all workers with membership envelopes to put forth a last big effort to get in all their prospects. All memberships and unused materials must be reported.

Adding to the report this week was a $150 final payment on a life membership by First Baptist Church, presented by the Rev. V. T. Williams.

A check for $50 was presented by Dr. Ralph W. Reckling as a final payment on his life membership.

The St. Paul Baptist Church made a $25 payment on its life membership through the Rev. George A. Crawley.

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MRS. EULA MAE WATTS, who reported the highest number of memberships, also obtained the memberships of three families. Mr. and Mrs. Rufus Smith, 2039 W. Lanvale St. and their 8 children, Mr. and Mrs. John Hale and family of 3710 Chesholm Rd. and Mr. and Mrs. Robert Grogs and family, 2429 Arunah Ave.

Your memberships included the entire La Petit Huit, Y-Teen Club of Catonsville, Mrs. Doris B. Adams, advisor.

Club members are Diane Jackson, president; Claudine Jackson, Barbara Johnson, Linda Brooks, Marcella Bennett, Patricia Washington, Josephine Ball and Gloria Smith.

On Tuesday, June 20, at 7:30 p.m., the final gleaning meeting of memberships obtained by workers will be held at the NAACP office, 1234 Druid Hill Ave.

Refreshments will be served and awards given by various merchants throughout the city.

SCOUT Herschel P. Smith of Troop 272 was one of the 153 Boy Scouts who on Sunday received the Ad Altare Dei Award from Archbishop Keough. The Archbishop was assisted by the Rev. Austin Nealey and the Very Rev. Edward Sponga. The Rev. T. Howard Metzger preached the sermon for the service which was held in the Cathedral of Mary Our Queen on N. Charles St.

George Sam Howard buried on Wednesday

Funeral services were held Wednesday at Mt. Zion Methodist Church, Mt. Zion, Mt. Zion, Md., for George Samuel Howard, 84, Montgomery County farmer, who who died at Suburban Hospital, Montgomery County, after a brief illness.

A member of an old Montgomery County family, Mr. Howard was the son of the late Greenberry and Rebecca Howard. Greenberry Howard was the brother of Mrs. Martha E. Murphy, wife of the AFRO founder, John H. Murphy Sr.

Mr. Howard underwent operation at the hospital on Friday and died Saturday.

More than 200 persons attended the funeral services as the Rev. S. A. Bell, church pastor, presided. The Rev. Mr. Bell recalled the history of the family.

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DR. CARL Murphy, AFRO publisher, noted: "The Murphys and Howards, children of brother and sister, have lived, played and worked together all of our 70 years."

Mr. Howard was born Nov. 25, 1876, in Montgomery County where he resided all his life. He was married for 55 years to Mrs. Laura B. Howard who survives him.

He was a lifelong member of the Mt. Zion Church.

Surviving are his wife, Mrs. Howard; a son, George Samuel Howard, Jr.; a sister, Mrs. Hattie S. Brown, New York; a brother, Daniel H. Howard, Chicago; daughter -in-law, Mrs. Dorothy Howard;

Also surviving are nieces and nephews, Frederick A. Greenberry, and Herbert Howard, Baltimore; Andrew Howard and Mrs. Sara Howard Osario, New York; Mrs. Elnora Howard Jenkins, Henry Jenkins Jr., Miss Vergie Jenkins, all of Rockville.

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ATTENDING THE funeral from out of town were, other relatives, Dr. Murphy, Mr. and Mrs. D. Arnett Murphy, Mr. and Mrs. John H. Murphy Jr.; Howard H., James and William Murphy, John H. Murphy III, Mrs. Odessa Howard, Mrs. Edna Rawlings, Edward Howard, Edward Jr., Harriett, Christina Leona Howard, Mrs. Irene Howard and daughter, Margaret, all of Baltimore; London, John and Herbert King, Washington; Mrs. Essie Arthurton, New York.

Pallbearers were nephews, Greenberry, Frederick and Herbert Howard; cousins, Edward and George (Buddy) Howard and Berdett Fisher, family friend.

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Rites for Cyrus Marshall attended by 400 Wednesday

Funeral services were held Wednesday at Madison Avenue Presbyterian Church for Cyrus W. Marshall, 69, 2543 McCulloh St., who died Saturday at Fort Howard Hospital after an extended illness.

Mr. Marshall was a well-known retired mathematics teacher who taught a total of 39 years at Douglass High School.

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MORE THAN 400 persons attended the 3 p.m. rites. The Rev. Reginald Daniels, church pastor, gave the eulogy. Burial was in Arbutus Memorial Cemetery.

Mr. Marshall was born in East Baltimore, one of the seven children of the late Thorny and Annie Marshall. He attended Baltimore public schools and was graduated from old Douglass High School.

In 1909 he entered Howard University and later transferred to Wesleyan University, Conn., to be graduated in 1912 with a bachelor's degree in mathematics.

He taught at Bordentown, N.J., Howard University, Bowie Normal School and then began a long teaching career at Douglass in 1921.

He retired in June, 1960, because of illness.

Mr. Marshall was a veteran of World War I and served overseas as a 2nd lieutenant with the American Expeditionary Forces.

He was active in school affairs and at one time served as president of the Secondary School Men's Club.

He and his wife, the former Miss Elizabeth E. Hiller, a teacher, were married 43 years.

Their children are Cyrus W. Marshall, Junior, vice-principal of Dunbar High School; Mrs. Charlotte M. Perry, teacher at P.S. 132; Dr. Granville H. Marshall, dentist, Los Angeles, Calif.

Surviving are his wife and children, a sister, Mrs. Annie Belle Burns; nieces and nephews, among whom are: Thurgood Marshall, noted NAACP attorney, Dr. Aubrey Marshall, Marshalltown, Del. and six grandchildren.

Others in cars which formed the procession to the cemetery were: Wesley Marshall, Mrs. Edith Marshall, William Perry, Jr., Mr. and Mrs. George Carter, Mr. and Mrs. Leonard Randall, Mrs. Elizabeth Edwards, Theodore Marshall, Mrs. Dorothy Marshall, Mr. and Mrs. Edward Marshall, Mr. and Mrs. William Marshall, Charles Burns, Edward Marshall.

Also, Mrs. Helen Young, Mrs. E. B. Spencer, Mrs. Marie Hillen, Mr. and Mrs. Leo Hillen, Mrs. Reita Taylor, Earl Parker, Mrs. Beulah Conn., Mr. and Mrs. Leroy Hillen, Mr. and Mrs. Stanville Hillen, Eugene Hillen, Mr. and Mrs. Alfred Woodland, Mrs. Marguerite Grant, Mrs. Geneva Hillen, Mr. and Mrs. Edwards McKim, Edward Marshall, Mr. and Mrs. Otho Ringgold and family, Mrs. Barbara Boone;

Mrs. Viola Owens, Mrs. Alice Hall, Mrs. Reita Taylor, Mrs. Bernice Williams, Mrs. Rosa Hailey, Mrs. Cassie Brown, Mrs. Julia Johnson, Mrs. Bernice Buckner, Mr. and Mrs. Rufus Tucker, Mrs. Jeanette Christmas, Mrs. Henrietta Peck, Mrs. Vivian Owens, Harold Hawkins, Mrs. Doris Reynolds, Mrs. Ruth Turnbery, Mrs. Della Chisholm, Cephas Mason.

Active pallbearers were William Spencer, Leroy Taylor, George Wood, Charles Jackson, Bernard Byrd, Herbert Frisby, Irving Lindsay, Melvin Cade, Mack Payne, Leonard Gibson, Wilson Henson.

Man, 66, arrested in fatal stabbing

NEWARK

Police early Saturday arrested Elijah J. Jackson, 66, of 51 Winans Ave., for the fatal stabbing of Vernon Alston, 51, of the Winans Ave. address.

Henry Ephrim, the landlord, notified police after finding Mr. Alston's body shortly after midnight. The fatal knifing was the result of a quarrel, police said.

Mr. Jackson was arrested at 214 Charlton St. and admitted the stabbing, according to officers.

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Students giving parties to aid Freedom Riders

BOSTON — Harvard students have launched a drive to raise funds to support "freedom riders" in the South with a series of "Freedom Parties." Students throughout the country have been called on to match their efforts.

Invitees are paying from $2 to $5 admission charges. All proceeds are being sent directly to CORE, 38 Park Row, NYC.

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HARVEY PRESSMAN, a spokesman for the students, said that six separate parties were organized in the first eight hours of the drive. In addition, Harvard students have sent special delivery letters to student contacts throughout the country urging them to pick up the idea.

Students at Brandeis University in Waltham were asked to hitchhike home when school closes this month and turn over their plane, train and bus fares to aid the Freedom Riders in the South.

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THE PROPOSAL was put forth at a rally attended by some 150 students in front of the Student Union Building during which more than $50 was collected.

A spokesman for the group said the rally was organized by a committee of 8 and Dr. William Goldsmith of the politics department at Brandeis.

Money collected during the two-hour period was turned over to CORE.

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ALL WORKERS MUST REPORT MEMBERSHIPS SECURED AND RETURN UNUSED MATERIAL IMMEDIATELY.
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Refreshments and Awards given by merchants of the city
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No More Time At Mt. Royal

Twelve days from now, Mt. Royal Station passes into oblivion after 65 years of service.

By ELIZABETH M. OLIVER

When the Mount Royal Baltimore and Ohio Railroad Station closes down on June 30, the event marks the end of a glamorous era in train stations which lasted more than half a century.

The magnificent Renaissance style granite building, at Mt. Royal Ave. and Cathedral St., was built 65 years ago, and began operations in 1896.

Within the last five years business has faded almost to a shadow and the colorful parade of passengers is gone.

Today, just before the doors close forever and the tracks are left to rust, there are only six trains a day to Washington and back.

At the height of Mount Royal's fame, there were 29 trains leaving and 29 trains arriving each day.

Among them were the famed crack trains, The Royal Blue, halted in 1959 when the New York run ceased, the National Limited, the Capitol Limited and the Columbia, all luxury liners.

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THE MOUNT ROYAL operations have been transferred to the Camden Station at Camden and Eutaw Sts. where the train yards are large enough to accommodate all of the business.

The Mount Royal station has small yards. Trains must be backed in, and it has been estimated that it would cost over $1 million to redesign the old station.

In Mount Royal's heyday, a staff of more than 30 employees was maintained, including several shifts of ticket agents, maintenance men and porters.

Hundreds of passengers boarded at the Mount Royal Station noted for its luxurious accommodations, its mosaic tiled floors, its high ceilings, its white oak paneled walls.

A tunnel running underground through the heart of Baltimore under Howard St. brought the trains to and from Camden Station and Mount Royal, but the "best" passengers always preferred to debark at Mount Royal.

Now, when you enter Mount Royal, you will see only two employees. One is a ticket agent.

The other is Joseph Boston, 1617 Gwynns Falls Parkway, who has been on the job 38 years.

Except for early morning commuters who may come back on the evening trains, there are no passengers.

Mr. Boston speaks of the closing of the station in a sorrowful voice:

"It is sad indeed. But that's life. Things change. I don't know what I'll do yet. I may quit and go home. I don't know."

When the AFRO talked with Mr. Boston, we sat in the cavernous main waiting room near the magazine stand, once a blaze of color, with periodicals from all over the world, and a bustle of activity as passengers purchased cigars, cigarettes, candy material to read on the journey.

Now the stand is cleared of even the smallest scrap of paper. The windows are down.

Our voices echoed throughout the building as Mr. Boston told of his duties which have been curtailed to general caretaker, porter and well, you might say, from the know - how he has gathered from the length of time he has been there, he is sort of a "station master."

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IN ADDITION, Mr. Boston has taken over the duty of winding the great B. and O. clock at the top of the 150 - foot tower which rises above the building.

This is the clock that thousands of Baltimoreans have watched to know the correct standard time for 65 years. Mr. Boston keeps it running.

Even while the city is on daylight saving time, the B. and O. traditionally keeps standard time.

Every seven days he ascends 290 steps within the granite tower, checks the mechanism, winds it and then trudges down again, taking his time.

He assumed the task of winding it in October, 1960, when the end was in sight and the rest of the employees had been moved to other B. and O. stations.

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THE CLOCK is about ten feet tall, has four large dials. Until recently, when all night trains were cut off, the faces of the clock were lighted with bulbs from within the tower.

Visible from many areas of the city, countless citizens set their home clocks by the B. and O. clock which was always known to be "on time" with surprising accuracy 65 years.

The time piece was a great wonder in the old days and pointed out to many famous passengers who arrived or departed from there.

Mr. Boston recalls seeing President Franklin D. Roosevelt and Herbert Hoover; Vice-President John Nance Garner; Governors Byrd of Virginia and Ritchie of Maryland.

Many members of the royal houses of Europe came through the Mount Royal Station during his time there, but one of the greatest of all was Haile Selassie, emperor of Ethiopia, who arrived in all the splendor of the Lion of Judea.

Through the years, Mr. Boston also witnessed a grand succession of movie stars, stage actors and radio personalities.

After nearly 40 years of such exciting days, small wonder he feels melancholy.

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ASKED WHAT will become of the old building, Mr. Boston hazarded a guess and said: "I suppose someone will buy it. It's good for a hundred years, fine as this place is."

If Mr. Boston decides to retire he will go home to his interesting family, his church and hobbies.

He is a member of Mt. Hope Baptist Church were he takes pride in singing on the gospel choir. He states that he was a former member and trustee at Trinity AME Church some years ago.

He and his wife, Mrs. Susie Boston, have been married 40 years. Both are natives of the Eastern Shore. Mrs. Boston was born at Miles River, Md. while Mr. Boston says he was born in Cambridge, Md., on Cedar St. He came to Baltimore in 1921.

The Bostons' two daughters are Mrs. Margery Jones, a public school teacher and Mrs. Delores Burton, a public school secretary.

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HIS SON is Joseph Boston, a Douglass High School teacher. A stepson, Herbert Cornish, resides just outside of Cambridge on a 165-acre farm.

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END OF THE LINE for the Mount Royal B and O Station comes June 30 when the station closes.

WINDING THE BIG MT. ROYAL CLOCK is the duty of Joseph Boston who says the timepiece was installed when the station opened in 1896.

Here Comes The Ice Cream Man!

"Hey Mom, Pop — or anybody who cares to listen, for that matter — the Ice cream man is coming, can I have a nickle?"

Hardly a household in the city, and most of the counties, hasn't heard this familiar cry.

A look behind the scene of the mobile ice cream parlors that know side and back streets — alleys too — better than trash collectors, shows that the ice cream man represents a million dollar empire. It's still growing.

Like the toy, cereal, diaper and gadgets industries, it is primarily supported by children.

HARRY BRIMER, vice president, Good Humor Ice Cream Company, puts it in this fashion:

"If a driver can't make it with the kids, he's had it."

The fact that the ice cream industry is a billion dollar operation is common knowledge.

However, the financial magnitude of its outshoot — vending trucks — is not so well known.

According to Dunn and Bradstreet, the yearly take of the smallest operations — using only two trucks — is better than $50 thousand.

Larger outfits, having as many as 50 trucks, take home more than a half million yearly.

The City's Traders License Bureau reports that 150 trucks have been licensed to roam the streets in 1961.

An undetermined number has been given the privilege to peddle the niceties in the various counties.

However, many operators are smart enough to collect from both angles by having both city and county permits.

In order to sell their tasty tidbits on the streets, ice cream vendors must plop $301 in the city's treasury for each truck in operation.

In the county permits run $100 per year. Reason given for the wide disparity is "population density." Put another way, this simply means that there are more people in the city.

As such, the keepers of the portable ice cream bars have a better chance to make more money in a shorter period of time and lesser distance traveled.

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OF THE 150 trucks carrying popcicles, sandwiches, cups, and even bulk (gallons) to neighbors, 106 belong to two firms. — Good Humor and Jack and Jill.

While laying claim to being the oldest operator in the state—it came to Baltimore and Washington from Florida in 1927—Mr. Brimer said his firm has 56 trucks. Depending on the season, Good Humor works as many as 300 employees.

Running second in both age and size is Jack and Jill, according to Joseph Garfink, president, which lists 50 trucks and 65 employees.

Among the rest, made up of independent operators, having as few as one truck, is Mr. Softee.

Unlike other independents, however, it operates on a franchise setup.

Controlled by an out-of-town corporation, Dunn and Bradstreet reports, Mr. Softee leases equipped trucks to individual operators and assigns them to specific territories in the city.

But before this luxurious "floating delicatessen" can make its appointed rounds in the prescribed territory, the lessee must plank down $5 thousand as initial payment on the $15 thousand franchise cost.

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GIVING ANOTHER indication of how compelling the lure of gold found in the vending business, Dunn and Bradstreet reports that competition is fierce.

"They are sprouting up all over," it was stated, "with added gimmicks and attractions for children and adults."

Among the gimmicks listed were sandwiches, sundaes, milk shakes and just about everything carried by the corner ice cream parlor.

Despite the vastness of the financial empire, its welfare is controlled by two quite simple elements—children and weather.

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NO EFFORTS are spared in currying the favor of the small fry, Mr. Brimer reported. Any driver failing to keep the army of tiny bosses happy will do himself a favor by seeking some other occupation.

Getting top priority in dealing with the small fry, Mr. Garfink said, is safety.

"I don't have any idea how many accidents children are involved in while around the trucks, but one is too many," he declared.

Route supervisors forever drum on the importance of keeping their young customers free from accidents, the president stated.

Despite all precautions, Mr. Garfink points out, accidents do happen.

A check with various city and state agencies confirmed this, but none was able to determine how many children are injured or killed yearly while chasing ice cream trucks.

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AS FOR THE weather, operators naturally hope and pray for ice cream weather — hot, in other words.

"We just love warm nights," Mr. Brimer sums it up.

Best hours for business, he said, are from 7 to 10 p.m. in summer and whenever the sun shines at other times.

According to vendors, peak season comes between June and August, although they operate from May to October.

A salesman's day usually begins around 12 noon and ends around 10 p.m., Mr. Garfink said, depending on the man.

Asked if there were any special neighborhoods favored by vendors, Mr. Brimer answered:

"Anywhere there are people — neighborhoods, picnics, parks, games and all over."

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SINCE CHILDREN have a knack of getting things done, perhaps this situation deserves their attention.

Knowing the small fry as we do, they would look with great disfavor on the fact that fat commissions, created by the mountain of nickles and dimes, tossed in the till of the ice cream man by children of all hues, were reserved for one special group of employees.

How about it, Johnnie, Sallye, Ronnie, Betty, Debbie, Timmie, Val and Tommie?

THE ICE (CREAM) MAN COMETH — James Hackney, 1116 E. Lombard St., one of 150 ice cream vending salesmen roaming city streets in scorching weather bringing goodies to children, who primarily support the million dollar industry.

Only Two Drivers

IRONICALLY, the street vending ice cream business is plagued with the same malady as found in other million dollar enterprises.

Despite the fact that children's color has no bearing on their endless craving for the products, apparently the employment side of the picture does.

A diligent search revealed that of all the drive-salesmen reaping a harvest of the small fry gold, only two are colored.

Mr. Garfink of Jack and Jill said he has two colored drivers, William Thomas and J. Hackney, whom he described as "two of the best."

Good Humor boasted of the fact that it has colored plant workers, some of whom have been there 25 years, of its 56 drivers, none is colored.

Whether some of the independents employ colored salesmen could not be determined.

On the other hand, inquiries in various neighborhoods proved nothing to alter the opinion that those jobs are reserved for white faces.

NOW THERE'S A BIKE —Tyrone Wilson, 20, of 2329 Eutaw Pl., sits proudly astride his pride and joy. This bicycle boasts 17 lights and four mirrors. Is cost $70 to equip his vehicle. The Italian made bike cost $103, which Tyrone purchased himself at $10 down and $2 a week. He's a messenger for a dental laboratory and uses the traffic-stopping bicycle to make deliveries.