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When The Firemen Call

If two firemen come to your door, write Paul W. Kearney in 'This Week Magazine,' by all means let them in. They are visiting you in their spike-and-span uniforms simply because they want to avoid a later call in rubber coats and boots.

Mr. Kearney describes the voluntary home inspection campaigns in which an increasing number of communities in various population brackets are joining. The statistics tell the story. When, for instance, Cincinnati inaugurated its program five years ago, fourteen truck loads of useless, combustible rubbish were carted from a single house, and five from another. In the first Providence, R. I., campaign, 15,000 pounds of similar dangerous waste, an average of 43 pounds per home, was carted to the municipal incinerator. Result: the annual dwelling fires dropped at once from 5.0 to 2.0.

Many can show similar records. And such vital safety work as this should not be confined to large communities, with established full-time fire departments. It should be possible, through cooperative action, for every small town to work with State and county fire authorities in inaugurating and carrying on these voluntary campaigns. In fact, they are especially needed in rural areas, where thousands of farm homes and barns contain useless, dangerous junk.

In some cities where this plan has been tried there has been a 50 percent drop in dwelling fires. As Mr. Kearney says, "This is no small result in a nation which has 1,000 dwelling fires a day—which has burned more than a billion dollars' worth of homes in the last decade—which has seen residential blazes increase 40 per cent since 1925. And it is in residential blazes that 75 per cent of our fire deaths (half of them children) occur."

A Lever For Civil Service

For some time the Social Security Board and the United States Employment Service have been exerting an influence for extension of the merit system of personnel selection among State employees. This they have done by insisting upon sound civil service requirements in the agencies administering their grants for old-age benefits, aid to dependents, unemployment compensation and employment service. President Roosevelt urges now that this policy be given the backing of law. In his special message to Congress on social security he said: "I recommend that the states be required, as a condition of the receipt of Federal funds, to establish and maintain a merit system for the selection of personnel."

Actually the State governments constitute a field more seriously in need of civil service reform than the Federal Government. Only fourteen of the states have civil service laws, and of these, five were passed as recently as 1927. In the aggregate the states hire approximately 300,000 employees, most of them under the spoils system. If to these be added the number of employees of counties and municipalities in the United States, the total is greater than the 850,000 workers for the Federal Government.

To substitute the merit system for the hand of patronage in local administration is one of the waiting reforms in American public life but fortunately one in which many public-spirited citizens and organizations are taking a lively interest. Bills for state civil service statutes reportedly are being introduced in the legislatures of Alabama, Arizona, Georgia, Iowa, Missouri, Minnesota, New Hampshire, New Mexico, Oklahoma, Pennsylvania, Rhode Island, Texas and Washington. Residents of these states have an opportunity to support them.

Whose Spending?

Ask any economist to name the reason for the failure so far of the United States to earn once more the national income produced a decade ago, and he would probably answer, "The falling off in business spending." This is the kind of spending which goes into the tools of production. In this highly capitalistic civilization, the amount is enormous, and it is on the maintenance of such spending at normal levels that the country must depend for a normal national income. This is the theme of Senator Byrd's reply to the letter from Chairman Eccles of the Federal Reserve explaining the Eccles-Roosevelt doctrine of deficit financing.

Harry Scherman has done a useful service in the Saturday Evening Post by summarizing the studies of the National Bureau of Economic Research into business spending. He lists the spending on new producers' durable goods and new construction. Call them, for short, the tools of the industrial system. The figures show that for the four years, 1926-29, the average yearly outlay was \$14.5 billions. The slump came, and the expenditure had dropped by almost two-thirds by 1932. The following year marked a recovery. But, even so, business spending remained subnormal. The average net outlay for 1932-35 was only \$1.5 billions. Thus the system was deprived of a spending total of \$10 billions.

This was the gap in the national income that President Roosevelt sought to fill deficit spending. The Government created a deficit by drawing upon idle bank funds for those expenditures which it did not raise from the taxpayer. This represents a contribution to the Nation's purchasing power. One is accustomed to think that the deficits have been tremendous. Absolutely yes; but, relatively, no. The average deficit from 1931-35 was \$2.5 billions. Yet this sum, added to an average \$4.5 billions of business spending in 1932-35, still left the system short by \$7.5 billions.

What is the answer? That the deficits should be increased up to the difference? Only

if the country wants to see a corporate state develop in America on the Russian or German model. There are those who read such a lesson in Chairman Eccles' letter to Senator Byrd and in the President's budget message. But the reading, we are sure, is done between the lines.

However, that is surely the trend if business spenders do not take up their normal burden. For the Roosevelt Administration appears determined to spend when business men are not spending. The real solution is the development of the business-government co-operation which has been in the air since last November. So far the co-operation remains in the talking stage. It has not yet been expressed in any sign of a return to normal business spending. Once performances grow out of words, there will be no difficulty in boosting the national income back to what is called normal.

A Resolution You Should Keep

By this time, if you are like the rest of us most of your New Year's resolutions have probably been broken. That's only human. But there's one resolution every one of us should make and keep for the twelve months ahead. Here it is: "I resolve to do my part, as a motorist and pedestrian, to help reduce America's ghastly death and accident toll."

During a large part of 1933, the accident rate declined. But we haven't yet earned the right to compliment ourselves and sit back on our laurels. Tens of thousands of people died unnecessarily last year—the victims of recklessness and ignorance. Tens of thousands more will die unnecessarily this year—unless all of us do something about it.

There are three basic approaches to the accident problem. First, comes education. And that doesn't mean just teaching the rudiments of safety to school children. It also means reaching the adult—continuously and pointedly—with these simple instructions and suggestions that, if followed, will reduce the hazards of motoring 50 per cent.

Second, comes law enforcement. Incompetent police—wholesale ticket fixing, slothful prosecutors, inefficient traffic courts—these are among the best friends the Grim Reaper has. Thankfully, in this county we have no fault to find with our law enforcement agencies—our trouble is the driver and the careless pedestrian. However, a number of American cities have materially reduced their accident rates by revising their traffic codes, training their traffic police, and doing away with the so-called fixing.

Third, comes better street and highway design, to eliminate "accident prone" locations. Many on intersection which was a virtual death trap has been made safe through competent engineering. Every community should start on a long-time program that will gradually do away with this cause of deaths and injuries.

We can have safety—if we want it and are willing to earn it. This is a universal problem, and its solution depends on the cooperation of us all. We made progress toward that end last year—let's do a great deal more this year.

Treatment Of The South

The Council of Southern Regional Development, organized last week at Atlanta, is on safe ground when it says that "the Nation's treatment of the South has been that generally accorded colonial possessions." Such facts as these show what the South means when it says it is treated as a colony rather than a part of the Union.

The Southern shipper is required on most rail freight to pay 12 to 75 per cent more per ton mile for the same distance hauled than the northern or eastern shipper. This is something the South is determined to equalize, and the Council will have support in its efforts on this line.

Japanese oil is carried daily from port entry at New Orleans, say to Cincinnati, Ohio, for 25 cents a hundred pounds. A car of southern cottonseed oil, a competitor, may be carried in the same train to the same point at 53 cents a hundred pounds. A northern sugar refiner can ship to Ohio, Michigan, Indiana area at 20 cents per ton mile. The Louisiana refiner must ship to the area at 60 cents for the same distance.

But the new Council should hesitate to speak for the entire South, as for instance when it endorses Federal labor legislation. Very few Southern industrialists endorse this program, and most are inclined to regard the Wage-Hour Act as a betrayal of the South.

The South is suspicious of remedial groups these days, especially when more educators and newspapermen are represented than others. To gain the support of the Southerner such agencies must prove that they are genuinely Southern in origin and not of mushroom development. When the Council says, "Remedial action will require a relatively long period of time," it indicates that it is determined to prove its stability.

How Well Are You Protected?

You are greeted by a host of new problems as you embark upon the New Year—many problems you cannot even see. If you could only tear the veil aside and look into the future, what pitfalls you could avoid, what dangers you could escape!

You cannot, of course, foretell the future. The next best thing that you can do appears to be to take stock of your insurance protection, since it safeguards your financial security.

Everyone knows that values change. Some properties, both business and residential, are worth more or less from year to year. In addition, conditions may change, new hazards may develop, old dangers may be corrected.

As a result, the insurance protection on such property may require altering, or the need may arise for some entirely new coverage. It is very evident that severe losses would be suffered in the event of fire or other casualty if the insurance were not adequate or if some hazards were omitted from the policies. And these losses would not be sustained by the individual company alone, but by the entire community, because many fire-wrecked businesses are unable to reopen.

Accordingly, a wise resolution is to take stock of your fire insurance and see how well it safeguards the value of the property covered. If you need help in doing this, the logical one to consult is your own insurance agent.

The main point is that financial grief can be avoided by many persons in the coming year by a check-up of insurance protection now.

Trends and Tides

Federal aid to education, women's club leaders were told last week, is the answer to the problem of millions of American boys and girls now receiving inadequate education or none at all.

Dr. Howard A. Dawson, rural specialist for the National Education Association, in an address before woman's club leaders in the Capital, advocated government assistance to relieve present educational ailments.

Earlier, Mrs. Wiley Morgan, of Knoxville, Tenn., in charge of the General Federation of Women's Clubs' educational program, had posed the following questions:

Where are the 1,000,000 children between the ages of 7 and 13 who are not going to school because no schools are available or are so located that attendance is practically impossible?

What about the 3,500,000 young people to whom no high schools are available, or who are in high schools which have courses of study unsuited for them?

Shall we remain blind and deaf to the needs of handicapped children? What about intellectually gifted children? Where are the 1,000,000 children whose school term is less than six months in length?

Dr. Dawson, outlining arguments both for and against Federal aid to education, declared that he believed personally that the Government will have to help "if we are to have anything like acceptable educational advantages in the areas where the biggest part of the children are growing up."

He said there could be Federal financial aid without unduly interfering with Federal control of education; that matters of school curriculum and personnel could be left to local authorities.

Arguments for Federal aid listed by Dr. Dawson included statements that it is within constitutional powers, is already in practice for lang-rant colleges and vocational education that poor schools in any State affect all the States, and that inequalities of education opportunities are not due to State's lack of effort, but to differences in financial ability to pay taxes.

Dr. Dawson said a large part of business and industry of the nation is owned by corporations, and a nation-wide business, but located in a few financial and industrial centers.

Arguments of opponents of Federal aid listed by Dr. Dawson included charges that it will result in Federal control; that it will destroy local initiative; that equalization of opportunities is impossible; that it will postpone a balanced budget; that it is unfair to religious groups and that it is unnecessary.

Mrs. Morgan told her fellow board members that modern schools "must supply new types of training to meet contemporary conditions." Schools, she said, must not only disseminate knowledge, but build character. The teaching of citizenship, she said, must concern itself with the fundamental causes of economic pressure, the democratic treatment of honest differences of opinion and the actual technique of cooperation.

TREATMENT SAVES DRAPERIES FROM RUIN BY GASES

Have you wondered what made your window curtains and other draperies wear out so never considered the possibility that the draperies have been affected by absorption of gases from the air in the house. Sulphur in gases from coal-burning stoves and furnaces, and in illuminating gas, is destructive to all kinds of fabrics. Even when the familiar sulphur or coal gas smell is not present, there may be some sulphur fumes which combine with moisture to make strong acids. These are often more destructive than the normal wear on curtains, rugs and draperies.

There is a simple way to protect your household textiles from the gases and at the same time make them more fire resisting, according to Miss Florence H. Mason, specialist in home furnishing and district agent for the University of Maryland Extension Service.

The treatment does not affect the appearance of most fabrics. You simply dip the fabrics in a solution made of 7 ounces of borax and 3 ounces of boric acid dissolved in 2 quarts of water. In treating water-resistant fabrics, enough soap is added to the solution to form suds. Laundered articles have usually lost their sizing, so soap is not needed.

There are other good fire resisting and gas-proofing formulas, but everyone is familiar with borax and boric acid and every drug store sells them for a small sum, so that it is not difficult to make the solution

at home. This borate treatment does not furnish protection against sunlight, but treated curtains suffer no more than untreated ones. Articles laundered or exposed to the weather must have the fire-resisting dip after each laundering or wetting.

Question

"My life is an open book," she said. As she proudly preened herself— "Huh!" he said, if that's the case. Why are you on the shelf? —Washington Post

ANNAPOLIS-MATAPEAKE ROMANCOKE-CLAIBORNE FERRIES

WINTER and SPRING SCHEDULE—1933 Effective February 1, 1933

DAILY AND SUNDAY Eastern Standard Time

BETWEEN ANNAPOLIS AND MATAPEAKE

Leave Annapolis	Leave Matapeake
7:25 a.m.	7:25 a.m.
* 8:00 a.m.	8:00 a.m.
9:00 a.m. (c)	9:00 a.m.
10:00 a.m.	*10:00 a.m. (c)
11:00 a.m.	11:00 a.m.
12:00 Noon	12:00 Noon
1:00 p.m. (c)	1:00 p.m.
* 2:00 p.m.	2:00 p.m. (c)
3:00 p.m. (c)	* 3:00 p.m.
4:00 p.m.	4:00 p.m. (c)
* 5:00 p.m. (c)	5:00 p.m.
6:00 p.m.	6:00 p.m. (c)
7:00 p.m. (c)	* 7:00 p.m.
8:00 p.m.	** 8:00 p.m. (c)

* Denotes bus connections via Matapeake, Romancoke and Claiborne.
 ** Denotes bus connection via Matapeake only.
 (c) Denotes direct ferry connections to Claiborne via Romancoke.

BETWEEN ROMANCOKE AND CLAIBORNE

Leave Romancoke	Leave Claiborne
10:00 a.m.	* 9:00 a.m.
2:00 p.m.	1:00 p.m.
4:00 p.m.	3:00 p.m.
* 6:00 p.m.	5:00 p.m.
8:00 p.m.	** 7:30 p.m.

* Denotes pedestrians will be transported by motor coach between Matapeake and Romancoke and Romancoke and Matapeake on these trips only, daily and Sunday.
 ** Denotes bus transportation Sunday only.

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OILED TRAVEL ROAD No. 11 DRY	OILED GRAVEL ROAD No. 11 WET	ASPHALT COMPOSITION ROAD No. 6 WET
4 FEET QUICKER	7 1/2 FEET QUICKER	46 FEET QUICKER
SLUSH ON HARD PAVEMENT No. 31	SMOOTH HIGH CROWN ROAD No. 26 WET	WET CLAY ON HARD PAVEMENT No. 1
75 FEET QUICKER	111 FEET QUICKER	223 FEET QUICKER

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