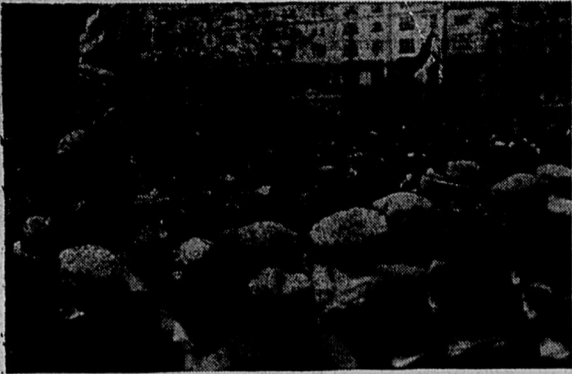


THINGS TO SEE IN LONDON



In Hyde Park, "Safety Valve" of Britain.

World's Metropolis Is Undergoing Numerous Significant Changes

Prepared by National Geographic Society, Washington, D. C.—WNU Service.

NOT even London's growth after the Great Fire can compare with today's swift, significant changes. More than 600,000 new homes, besides square miles of flats, have been built in recent years to house people taken from slums, crowded sections, and from areas cleared for parks, factories, or new streets.

Historic Metropole hotel served its last summer. Sad-faced waiters closed its doors forever. Meanwhile the famous Adelphi terrace was torn down, even as Hotel Cecil melted into scrap.

As ancient city landmarks fade, queer modernistic structures, bewilderment to Londoners returning after long absence, rise in their place. Look at that big cube of metal and glistening black glass which holds Lord Beaverbrook's Daily Express in Fleet street; or the classic stone temple of the British Broadcasting corporation.

Or at Shell-Mex house on the Strand, Bush house in Aldwych, and all the monster new piles raised here as official headquarters for Canada, Australia, South Africa, and other members of the British Commonwealth—whose show windows display the products of these far-away lands. They seem unreal, out of place, in this long-static, smoke-stained, weather-beaten old town.

Rise of new suburbs is no less astonishing. "Satellite" towns, dormitories of 50,000 or more, spring up where yesterday lay green fields and truck gardens. Smoky forms of new factories rim the horizon.

City Steadily Spreading Out. Middlesex county, men say, will soon be wholly urban. Steadily the city unfolds down through Surrey. Southeast towards the hop fields of Kent "ribbon towns" sprawl beside the highways; in Essex and Hertfordshire "the scaffold poles of the builder are like wands that conjure new towns out of the ground."

Drawn by this boom, industry tends to shift here from the less prosperous north. Workers flock along; each year London adds a young city to its population, and each day 100,000 visitors pass through its streets. In one week, at Regent Palace hotel, 40 different nationalities filled out the police form. Yet you see few idle men. Munition works run day and night; 40,000,000 gas masks are being made—even every child is to have one; flying field schools turn out more and more pilots.

To learn how London, growing so fast, handles its passengers, go to "London Transport" headquarters, a system which hauls a crowd each year equal to twice all the tabulated people on earth.

This greatest of all urban transport systems was formed under the Passenger Transport act of 1933. Its board has issued more than half a billion dollars' worth of stock. Listed on the exchange, it is an example of the British public utility sponsored by the government, yet owned by private stockholders.

Buses and the Underground. Londoners have a deep affection for their buses. They grow up to respect the conductor for his courtesy, efficiency, good temper, and wit. Many visitors hold out handfuls of pennies, trusting the conductor to pick out the right fare. Here the joy of a sight-seeing ride on a bus never stales. London played skillfully on human nature when she sent buses to France with British troops in the World War.

These gray, red vehicles, or "scarlet galleons," bore London's familiar advertisements right up to the front line. There is no less romance underground than above. It is easy to imagine the relationship between the motorbus of 1933 and the first wheeled vehicles, made by shaping logs that rumbled along prehistoric roads.

But the Underground, a triumph of mechanization, is uncompromisingly of today. The automatic ticket-vending and change-giving machines, the fast-moving escalators, the air-operated car doors, and the automatic signaling which enables forty eight-car trains an hour to travel on some lines—these wonders cannot be taken for granted, even if they are mechanical.

Only by keen study of human nature can the Underground carry its 1,750,000 passengers a day. Consider the escalators. If people walk or run up an escalator instead of standing still, its capacity rises by as much as 40 per cent. Therefore each escalator is run at a speed designed to keep people walking. The 137 moving stairways used here travel more than 2,500 miles a day—enough to form a narrow bridge full of people stretching almost across the Atlantic!

Ticket-selling machines present another problem in psychology. The extent to which they are used depends upon their situation; a remoteness of a few feet may discourage purchasers. In a year the Underground sells 350 tons of tickets! And on busy week-ends its riders spend thirty tons of copper and ten tons of silver.

"What about the future?" a visitor asked the guiding genius of the "London Transport" board. "Apart from new lines, signaling will be improved and platforms will be lengthened so that in time probably all lines may carry forty eight-car trains an hour during peak periods. We now use the Metadyne system of control, which enables faster and smoother acceleration and better braking. We have also reduced noises in the tubes."

"Some 1,200 Diesel-driven buses are in service and eventually all will be of that type." "Can you reduce traffic jams?" "Certainly we can't let them get any worse! Even now, ours are not so bad as New York's, because we have no sudden crowds dumped at closing time from skyscrapers that house 10,000 or more people. But London urgently needs some bold street widening and some stagger plan by which all people going to and from work will not travel at the same time."

Hyde Park Orators. Go out to Hyde Park Sunday morning and hear the soapbox orators.

An old man had been speaking there, on the League of Nations, so often that hecklers knew his sentences by heart; whenever he began a line, they'd say it with him, like church responses, in owlish solemnity!

But police arrest hecklers who get abusive. Sit in a Maiden lane cafe and count noses: a Bombay merchant, two Argentine cattlemen, a Netherland tulip salesman, the agent for a French brandy, a British army man on furlough from India, and the publisher of a Pacific coast newspaper.

A Saturday-noon High street bus queue was 200 yards long, three or four abreast. Thus, in orderly patience, you see London trained to wait in line; no crowding, no cutting in at ticket windows and bus stops. Cars drive to the left, of course. It is only pedestrians who swarm in curious disorder.

Walk any crowded street, and you feel that all London is plunging straight at you. Nobody instinctively keeps either to right or left. Morning millions scurry to work, pouring from bridges, tunnels, buses and trains. After weeks of watching, your most vivid memory is of millions of little business girls running—all running to work.

Ask directions here and people do not say, "Across the street"; they say, "Over the road." You do not "turn to the left"; you "take the left turning." Odd street names abound, such as Haunch of Venison, Rabbit Row, Shoe Lane, Mincing Lane, St. Mary the Axe, Wood, Bread, and Milk streets, Honey Lane, Roman Bath street, Lime street, and Gutter Lane, with Ironmonger and Petticoat and Fetter Lanes.

You see all men lifting their hats when they pass the Cenotaph in Whitehall.

While you talk with the lord mayor in his red robes, his old-style carriage and four, with drivers and footmen in white wigs, draws up before the door to take him to open the courts.

Soldiers and Bells. Before the Mansion house a soldier demonstrates an anti-aircraft gun, while another pleads for recruits. Beneath its routine hurly-burly, all London is uneasy. Thoughts of war and bombs are with it always. They still point out where World War bombs dropped.

Drums, bugles, bells, and tramping feet sound everywhere. Bells of St. Paul's peal merrily for weddings that unite ancient families. Royal Horse Guards in white breeches and high black boots cross sabers over the heads of bridal pairs while crowds cheer.

Handbells at St. Clement Danes church in the Strand are played by children on a day in spring when, by ancient rite, Danish children present an orange and a lemon to other youngsters who attend. They call it "Oranges and Lemons Day," and quote an old rhyme:

Oranges and lemons, Say the bells of St. Clement's. Two life-sized mechanical men wiggle their heads and raise their clubs to strike the hour on the bell of St. Dunstan's church in Fleet street. Before "Ye Olde Cock Tavern—founded in 1549," a gray and aging dog strains a bleared eye at the mechanical men, then waddles back inside to beg mutton bones. Playful guests squirt seltzer water on his nose—a joke of which even he seems never to tire.

Fun for the Whole Family

THE FEATHERHEADS By Osborne



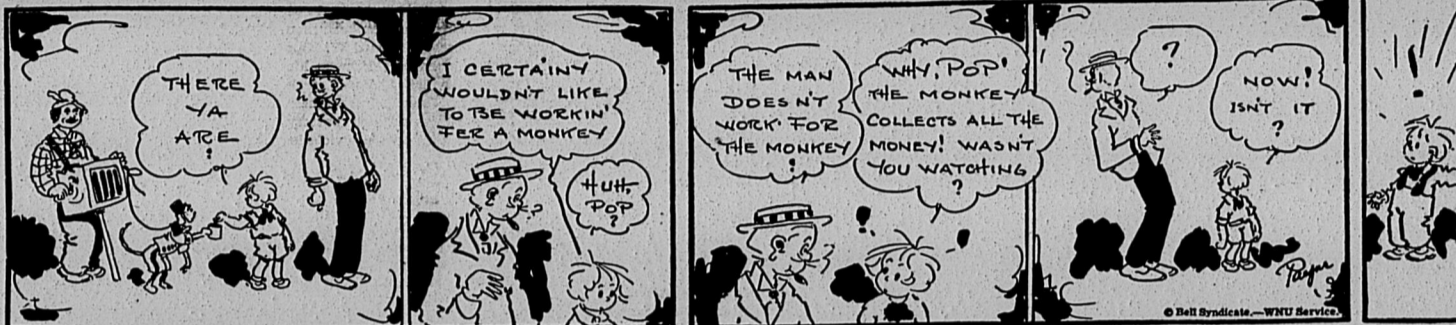
Thaw(t) Leas

QUACK

ENTHUSIASM FOR ICE CREAM IN WINTER LEAVES SOME FOLKS COLD

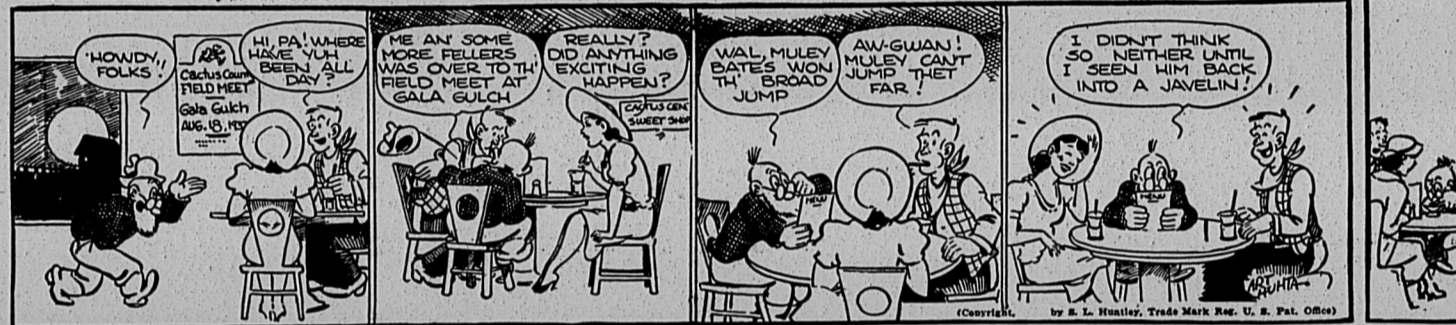
S'MATTER POP— That's Right, Pop, Take a Look

By C. M. PAYNE



MESCAL IKE By S. L. HUNTLEY

There Seems to Be Something Back of This



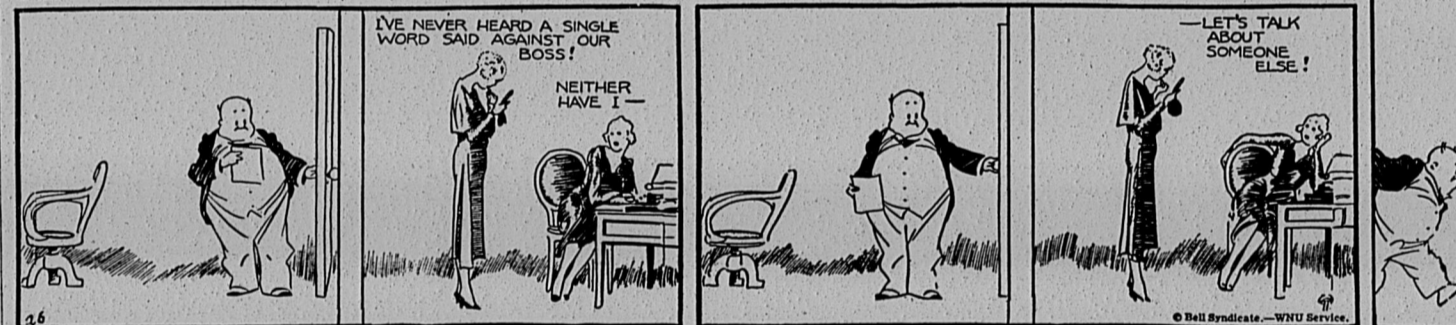
FINNEY OF THE FORCE By Ted O'Loughlin

Upper Brackets



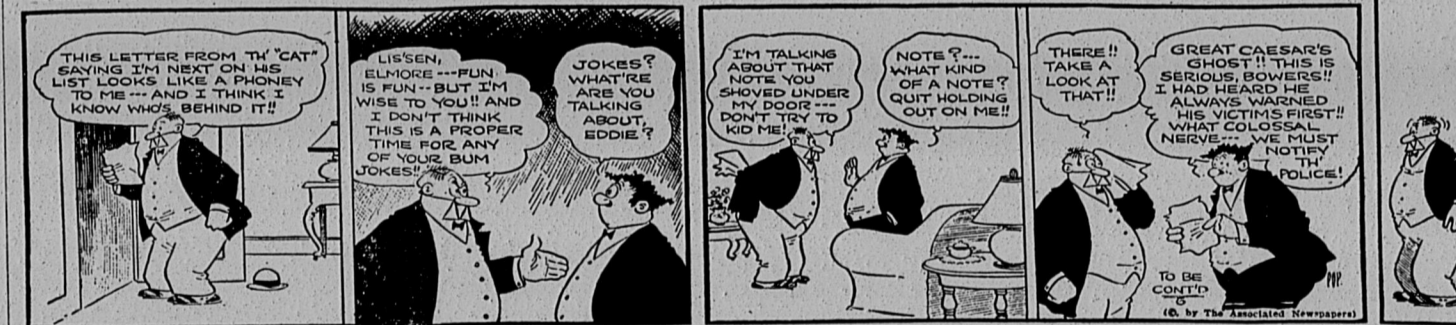
POP— Office Chatter

By J. MILLAR WATT



'KEEPING UP WITH THE JONESES'— No Job for Amateurs

By POP MOMAND



SUBURBAN HEIGHTS

By GLUYAS WILLIAMS



DOMESTIC RELATIONS ARE A LITTLE STRAINED BECAUSE ON THE AFTERNOON OF THE BRIDGE PARTY AT THE COMMUNITY CLUB THE WOMEN WERE SO ENGROSSSED IN THE GAME THAT THEY PAID NO ATTENTION TO THE BLIZZARD, AND THEIR HUSBANDS GOT NO DINNER UNTIL THEY HAD COME AND BUG THEM OUT

OBLIGING

"Yes," said the explorer, "I was once so hungry that I dined off my pet parrot."
"What was it like?"
"Oh, very nice."
"Yes, but what did it taste like?"
"Oh, turkey, chicken, wild-duck—that parrot could imitate anything!"

Small Stuff

Sunday School Teacher—Who defeated the Philistines?
"Aw, I don't know; I don't follow those bush league teams."
In Conference
Him—Scientists say insects talk.
He—Ridiculous.
Him—Fact. A scientist came up on two moths chewing the rag.

HOW STRANGE!

The absent-minded man arrived home late and entered his dark bedroom. Suddenly he stiffened.
"Who's under the bed?" he demanded.
"Nobody," replied the burglar.
"Funny," muttered the man. "I could have sworn I heard a noise."

IRIUM helps Pepsodent Unmask Gleaming Smiles. ONLY PEPSODENT Tooth Powder and Paste contain this thrilling luster discovery! Scores of people—whom long felt themselves denied the joy and confidence which comes from lovely sparkling teeth—have been thrilled beyond measure with the glorious natural radiance which Pepsodent containing Irium has newly brought to their smiles!... Let "The Miracle of Irium" help unmask the lovely natural radiance of your smile! And do it SAFELY, too—since Pepsodent contains NO BLEACH, NO GRIT, NO FUMICE. Try it!

Entered as second class matter on May 9, 1913, at the postoffice at Harrington, Delaware, under the Act of March 3, 1879.

Articles for publication must be accompanied by the name of the writer to insure publication, but not necessarily for publication.

To insure publication in the current week, all communications should be in this office not later than 2 o'clock Wednesday afternoon.

FOE SHERIFF

I wish to announce that I am a candidate for the office of Sheriff of Kent County at the coming Primary Election, and earnestly solicit the support of all independent and Democratic voters.

GRIER H. MINNER,
7th District

LEVY COURT COMMISSIONER

I wish to announce myself as a candidate for re-election as Levy Court Commissioner, representing the Fourth, Sixth and Ninth Representative Districts, subject to the action of the Democratic primaries. I will appreciate your support.

NATHANIEL MINNER

FROM REV. C. C. DAY

Baltimore, Md.,
Feb. 8, 1938.

Mr. J. Harvey Burgess, Harrington, Delaware, Dear old Friend:

My stay in Harrington was all too short. I never attended a better Father and Son Banquet. I started out to do a number of things that time and divided attention kept me from doing. I wish to congratulate Marion Collins, one of the chief promoters of the banquet, for the way he led the fathers and sons to the banquet-hall. Please, let me digress to commend the good old town for their enterprise in building such a splendid town hall and firemen's building. I wish I could have given the names of all the "lads" and the "dads" like yourself and your fine boys. I am sorry that I didn't remember to tell how I missed Fred Masten and many many another from his or her place. I am most of all sorry that I did not tell you all of my pleasure in seeing Rev. Gilbert E. Turner, his good wife

and three interesting sons, as residents of Harrington, and my good friend as the pastor of the church I loved so much while in the hospitable, friendly town. I wish him a long and successful pastorate. It was my pleasure to make Brother Turner and Brother Knox acquainted with each other.

Please let all the folks know that I would like to have paid my best respects to every one of them. Remember me to all friends, for I have not forgotten one of them.

Sincerely,
Chauncey C. Day.

Will Television Pay Its Way?
(From Rotarian Magazine)

Will television pay its way? That's a question worrying American television researchers and promoters more than engineering problems, says Frank R. Elliott, experimental psychologist and author, in the current Rotarian Magazine.

Advertising has been nominated to foot television's bill—as it does in radio's—but will it? "Will John Q. and Mary A. Public," asks Dr. Elliott, "Give attention to television advertising—already dubbed 'teleadvertising'? Will they remember—and buy—television products? How much advertising will they accept?"

Psychologists have begun to answer—but not too reassuringly. As one of them, one who has demonstrated the advantages of the eye-ear approach himself, Dr. Elliott asserts, "Abe difficulties of attention-holding in television will be realized when we compare television with newspaper, magazine, or even radio advertising.

"If the newspaper reader's attention wavers, there is the page to come back to; if the magazine reader quits the page, it is there hours, days, or even weeks later for his attention. Not so with television. Let the eye wander from the small screen—even for seconds—and that teleadvertisement is gone, never to be retrieved.

"Radio makes much less claim on fixed attention than television does. Sound is non-directional. Turn your head away from the radio set; turn your back to it; look out the window; tidy up the room; knit, sew, mind the baby, glance at the newspaper headlines—you can still hear the radio.

"If the televised program is so wordy as to give the complete story via the ear, it will be so overloaded with talk as to be a repetitious bore. If there is appropriate balance be-

tween words and pictures, as there must be, then both ear and eye attention must be given simultaneously. Failure of either must mean inadequate reception."

Another source of alarm cited by the psychologist is a mechanical limitation of television itself. "Ultrasort waves of television without 'boosters' reach only about as far as the horizon, some 25 to 40 miles. 'Boosters' are necessary to television from New York to Philadelphia. Furthermore, it is at present impractical to envisage television service without 'boosters' extending very far beyond the limits of a score of the largest cities of America.

"To the manufacturer who, through advertising, seeks national sales, that is a fact of dollars-and-sense interest. If teleadvertising isn't going to reach the 100 million or so people outside the television zones, why should he advertise?"

The whole problem sums up to this, says Dr. Elliott: "The new eye-ear medium will have tremendous psychological advantages from multiple stimulation of the human sense organs. It will undoubtedly leave a deep impression upon the memory. It will have striking attention-getting advantages. But will it succeed at the extremely difficult task of simultaneously hold-

ing both eye and ear attention? Finally, will the public taste tolerate enough teleadvertising to foot the heavy television bill?"

STATE INLET PROJECT WILL BE STARTED SOON

Construction of jetties and dredging of the Indian River Inlet, connecting the Atlantic Ocean and Indian River Bay will be started soon.

Lieut.-Col. John C. H. Lee, U. S. district engineer, Philadelphia, last Saturday announced the contract for the work has been awarded by the government to Jessie A. Howland & Sons, Inc., Seabright, N. J.

Specifications call for construction of approximately 3,000 linear feet of steel sheet pile and stone jetties at Indian River Inlet and dredging approximately 1,226,000 cubic yards of material from the inlet. Bids were opened January 25, 1938.

The state is contributing through a legislative appropriation, a part of the funds for the work. The state appropriated \$160,000 for the work, and Sussex county \$10,000.

Gov. Richard C. McMullen and Secretary of State Charles L. Terry, Jr., in December, deeded 700 feet of land on either side of the inlet to the federal government. Sixty years ago,

streams to be benefited by opening of the inlet to the ocean were navigable and abounded in all kinds of seafood.

U. S. Senators James H. Hughes and John G. Townsend, Jr., and Rep. William F. Allen cooperated in securing federal assistance for the present project.

Auto Accidents Decrease

Automobile accidents on Delaware highways decreased 29 per cent last month compared with January, 1937, accident reports of State Police reveal. Fatal accidents dropped 43 per cent and 12 per cent fewer persons were injured in crashes. There were 59 crashes in which 39 persons were injured and four killed. In January of last year there were 64 accidents in which 47 persons were injured and six killed.

Small farm for sale. Will sell reasonable. Located at Blades' Cross Roads.—Mrs. D. D. Smith.

SPECIAL NOTICE

This being general assessment year, the appointment of assessor has been held over until the next meeting of the City Council Monday, February 7, 1938. All applicants for the position will be considered at this meeting. There will be two assessors appointed.
Harrington City Council

I have installed the most modern hat cleaning and blocking equipment. Hats cleaned, blocked and made to look like new for 60c.—E. T. Hall.
Girl boarders and roomers wanted. Washing and ironing done.—Mrs. Blanche Kimball, Ward street, Harrington.
Bungalow for rent on Second street, with heat and bath.—Apply to E. W. Dean, Center street.

TRY ATLANTIC FURNACE OIL No. 2

Quick delivery at all times
You will be protected on contract price.

GAS — OIL — TIRES
Phone 5
Peoples Service Station
Harrington, Delaware

Highest Cash Prices
PAID FOR
GRAIN and LIVE STOCK
WILLIAM L. TOWNSEND
Harman Grain & Live Stock Co.
Phone 100 DOVER, DEL.

Regardless of Price the Same Personalized Service
Every year we conduct funerals in every price range—funerals for those in the most moderate circumstances and for people of wealth. But in every instance the same expert care, the same thoughtful attention to detail, characterizes each service. The only difference lies in the selection of the merchandise.
The family alone decides what shall be the cost of the funeral.
Boyer Funeral Home
Phone 74
HARRINGTON DEL.

A Glorious Failure
WHEN THE GENERAL STORE OF LINCOLN & OFFUT AT NEW SALEM, ILLINOIS, WENT BANK-ABRAHAM LINCOLN FOUND HIMSELF AN APPARENT FAILURE IN LIFE—WITH HIS FUTURE MORTGAGED BY DEBT.
HOWEVER, THE RUGGED HONESTY OF LINCOLN'S NATURE WOULD NOT PERMIT HIM TO REPUDIATE HIS OBLIGATIONS. INSTEAD, THROUGH LONG YEARS OF PATIENT THRIFT HE PAID OFF EVERY CENT THAT HE OWED.
THE WORLD TODAY NEEDS MORE INDIVIDUALS—AND MORE NATIONS—WILLING TO KEEP THEIR PROMISES AS ABRAHAM LINCOLN DID HIS.
No banking business transacted on Lincoln's birthday.
THE PEOPLES BANK OF HARRINGTON HARRINGTON, DEL.

MAKES YOUR MONEY TALK PLENTY BIG!
This big five-passenger four-door Buick SPECIAL sedan, complete with standard equipment \$1022
Delivered at Flint, Mich.
OTHER MODELS: Complete with DYNAFASH ENGINE, TORQUE-FREE SPRINGING and standard equipment, delivered at Flint, Mich. . . SPECIAL business coupe, \$945 . . . CENTURY 4-door touring sedan, \$1297 . . . ROADMASTER 4-door touring sedan, \$1645 . . . LIMITED 8-passenger sedan, \$2350. Special accessories, transportation and local taxes, if any, extra.
BETTER BUY BUICK ON EASY GENERAL MOTORS TERMS

KNOW YOUR AGENT
He is a member of your community—and not only is in a better position to advise you regarding your insurance requirements—but can be of incalculable assistance in case of loss.
Our agency represents only the strongest and most reliable stock insurance companies. Let's get acquainted.
Warren T. Moore Agent HARRINGTON, DELAWARE

EASY WAY TO OWN A BIG CAR
Why be content with a small car when the same money buys more in a slightly used Buick?
Reconditioned 1936 and 1937 Buicks are now being offered by Buick dealers at prices of cars in the lowest price class.
Valve-in-Head Straight-Eight Engines — Bodies by Fisher — Hydraulic Brakes — Torque-Tube Drive — Safety Glass. See your Buick dealer today!

"Better buy Buick!"
A GENERAL MOTORS VALUE
Kent County Motor Company DOVER, DELAWARE
Wharton-Fisher Auto Supply Co. MILFORD, DELAWARE

"Ask My Bank"
WHEN A YOUNG MAN EARNS THE RIGHT TO TALK THIS WAY ABOUT HIMSELF, HIS BATTLE OF SUCCESS IS HALF WON.
IT IS OUR CONSTANT ENDEAVOR TO COOPERATE WITH YOUNG MEN, BECAUSE WE REALIZE THAT THE AGGRESSIVE AND THRIFTY YOUNG MAN OF TODAY IS THE LEADER OF TOMORROW.
START A SYSTEMATIC SAVINGS ACCOUNT TODAY AND DEPOSIT PART OF YOUR SALARY EACH WEEK OR MONTH.
FIRST NATIONAL BANK HARRINGTON, DEL.
MEMBER FEDERAL DEPOSIT INSURANCE CORP. MEMBER FEDERAL RESERVE SYSTEM

OF LOCAL INTEREST

Mrs. R. K. Jones entertained her bridge club last Wednesday afternoon.

Apples for sale—At Harrington Ice Company plant. By bushel or truck. Attendees there will wait on truck—Delaware Kent Orchards, J. D. Keller.

W. O. Finch left this week for Louisiana, where he will spend the rest of the winter with his daughter and relatives.

For rent—Office space, also one apartment in Murphy and Hayes Company building.—Murphy and Hayes Co.

Mr. and Mrs. Lloyd Dayton, of Wilmington, spent Sunday with Mr. and Mrs. John Dayton and family.

If you have bed quilts to be made or covered, take them to Mrs. Mary Blades. She will do the work nicely.

House painting, both inside and out. Paper hanging.—Drexel Bullock, Harrington.

Get rid of those rats and mice with Poison Wheat.—For sale by Grace Chason, Fleming street.

Mr. and Mrs. Horace Quillen are spending some time in Florida.

Half-ton trailer for sale.—Apply at Price's Service Station.

Mr. and Mrs. Hasty Cain spent Tuesday in Wilmington.

Wood for sale, split or in block.—Apply Green Workman.

Mr. and Mrs. W. A. Fleming, of Ocean City, Md., and Mr. and Mrs. Emory Postles, of Milford, spent Sunday with Mr. and Mrs. Thomas Fleming.

For rent—Possession at once. Small farm near town. Small monthly rent.—See Miss E. Frankhauser, 216 Commerce Street, Harrington, Del.

Mr. and Mrs. Allen Cain, of Newark, spent the week-end with Mr. and Mrs. Hasty Cain.

House for rent. Apply to Louis Clymer.

Mrs. S. O. Bailey and Mrs. Jennings Cahall spent Wednesday in Wilmington.

Clover and timothy hay for sale.—Mrs. Laura M. Sapp.

Mrs. Glenn Newton, of Dover, spent the week-end with Mr. and Mrs. William Reed.

For sale or rent—My home, ten acres of land adjoining the Lincoln cemetery. Possession at once. Apply to George Denney, Harrington, Del.

Mr. Will Cooper, of Philadelphia, is visiting friends in Harrington.

Bungalow on highway with 24 acres of ground for rent—Thistlewood property, one-half mile south of Harrington. For rent.—J. Gordon Smith.

Mrs. Laura Sapp is entertaining friends from Wilmington.

Bungalow with 24 acres of ground, one-half mile south of Harrington, known as Thistlewood property, for rent. See J. Gordon Smith.

Mr. James Cahall is in New Jersey this week on business.

Expert radio service. Have had 12 years' experience and can give you complete satisfaction. Call Wyatt's restaurant for H. A. Plummer, phone 165.

Mrs. John Bullock, of Dover, spent Tuesday with Harrington friends.

6 room house with bath for rent, on Mechanic street.—Apply to B. F. McKnatt.

Mr. John Brown, who has been ill with pneumonia, is now able to be up and around again.

Mrs. Clarence Jarrell, of Claymont, spent Saturday with Mr. and Mrs. James Shilcutt.

Mr. and Mrs. James Shilcutt spent Thursday in Philadelphia.

Mr. and Mrs. Robert Stauffer and family, who recently moved to New Castle, spent Sunday with Mrs. Elizabeth Hopkins.

Miss Ruth Billings, of Denton, Md., is spending the week with her sister, Mrs. Sam Harrington.

Mrs. Frank O'Neal spent Wednesday in Wilmington.

Mrs. Marian Massey, of Dover, spent Thursday with Mrs. Frank O'Neal.

The Misses Eliza Ammerman, Alice Beebe, of Milford, and Mamie Martin, Frank O'Neal, Jr., Dave Maynor and Gooden Callaway, attended the Beacon College dance Friday evening in the Gold Ball Room at the Hotel Dupont, Wilmington.

The Harrington Boy Scouts were the guests of honor at the Dover Boy meeting Thursday evening.

Mr. John Greenhaugh attended the funeral of his mother in Dover Tuesday.

Dr. and Mrs. R. J. Emery entertained more than thirty friends at a bridge dinner on Wednesday evening.

Mr. and Mrs. Fred Greenly and Mr. and Mrs. W. W. Sharp were Wilmington visitors on Wednesday.

Mr. and Mrs. Fred Wilson spent Tuesday in Wilmington.

Clarence Shockley is filling and grading his building lot on Delaware Ave., preparatory to building a house.

Revival services at the M. E. Church will start Sunday evening. They will be in charge of Rev. J. E. Parker and visiting pastors of near-by churches.

E. T. Messick, former conductor on the Pennsylvania Railroad, died early Thursday morning in Georgetown.

On Sunday, Mrs. Edna Deputy Watson became the bride of A. W. Ammerman. They will reside at the home of the latter on Center street.

Mrs. L. T. Jones entertained the Wednesday afternoon bridge club this week.

Mrs. Elizabeth Cahall, by being re-elected as president of the M. E. Ladies' Aid Society for the twelfth year has no doubt established some kind of a record. The regular monthly meeting of the society was held in the Collins Educational Building adjoining the church. Other officers elected were: Vice-president, Mrs. John W. Shel-

drake; first vice-president, Mrs. E. W. Dean; secretary, Mrs. Hester Reed; assistant secretary, Mrs. Mamie Porter; treasurer, Miss Heba Baker; assistant treasurer, Mrs. Blanche McKnatt; Parsonage Committee, Mrs. L. C. Jones, Mrs. W. W. Sharp and Mrs. Harry O. Bostic. Chairman Sunshine Committee, Mrs. Ella D. Cordrey.

Harrington Grange No. 55 P. of H. were hosts to Kenton Grange No. 62 Tuesday night in Odd Fellows Hall. The evening's entertainment which was furnished by the visiting grange, is one of a series of programs sponsored by Kent County Pomona Grange. Nearly one hundred members from nearby granges enjoyed the program presented by the visitors.

Mr. and Mrs. W. W. Sharp entertained a small group of friends at dinner on Sunday. The guests included Mr. and Mrs. L. T. Jones, Mr. and Mrs. E. W. Dean, Rev. and Mrs. J. E. Parker.

Mr. and Mrs. Elmer Barrett and Mrs. Harry Tee were Wilmington visitors on Monday.

Mrs. Georgia Hall and Mrs. Irene Welch were among those visiting in Milford Monday afternoon.

Mr. and Mrs. Gordon Smith have returned to Florida to complete their vacation after being hurriedly summoned home on account of the serious illness of their small daughter.

Mrs. Scott Powell, of Baltimore, Md., has been a recent guest of her parents, Mr. and Mrs. John Wilson.

Mrs. Harriett Herring, of Wilmington, spent the week-end with her parents, Mr. and Mrs. Loren Callaway.

Mr. and Mrs. Edward Tee, Mr. Irving Tee and daughter and Mrs. Ruth Robertson, of Wilmington, spent Sunday with Mr. and Mrs. Elmer Tee.

Mr. Arthur Woodward, of St. Albans, W. Va., has been a guest of Miss Jeanette Tharp.

Eddie Thistlewood and family, of Denver, Colorado, are spending a few weeks with relatives here.

EVANGELISTIC SERVICES AT HARRINGTON M. E. CHURCH

Evangelistic services will start at the Methodist Episcopal Church, Harrington, February 13th. The following ministers will assist Rev. J. E. Parker: Sunday, February 13th, 11:00 A. M. Rev. E. C. Hallman, District Supt. 7:30 P. M. Rev. J. E. Parker.

Monday, February 14th, 7:30 P. M. Rev. W. H. Kohl, of Houston.

Tuesday, February 15th, 7:30 P. M. Rev. Milton Andrews, of Denton, Md.

Wednesday, February 16th, 7:30 P. M. Rev. J. H. Clow, of Greenwood, Del.

Thursday, February 17th, 7:30 P. M. Rev. Tilghman Smith, of Greensboro, Md.

Friday, February 18th, 7:30 P. M. Rev. J. E. Parker.

Sunday, February 20th, 11:00 A. M. Rev. J. E. Parker. 7:30 P. M. Rev. J. E. Parker.

TO IMPROVE SEVERAL RAILROAD CROSSINGS

Many railroad grade crossing projects have been planned by the State Highway Department in 1938.

The program will cost \$232,000. The expense will be borne by the federal government. At present, \$29,043 is on hand for the work.

W. W. Mack, chief engineer of the State Highway Department, said three grade crossings will be eliminated by the construction of by-pass roads.

Some of the projects planned for the year and their cost as outlined by Mr. Mack are:

Pennsylvania Railroad: Route 64, one and one-quarter miles south of Farmington, Kent county, flashing lights, \$4,000; Route 40, main crossing at Stockley, Sussex county, flashing lights, \$3,000; Route 68, main crossing at Lincoln, Sussex county, Route 69, Sextons Crossing, one and one-half mile south of Wyoming, Kent county, \$4,000; Route 27, Jintown Crossing, one-half mile south of Clayton, Kent county, \$4,000; Route 37, south crossing, Townsend, Dexter Road, New Castle county, \$4,000; Route 49, one mile south of Porter Station, New Castle county, \$3,500, all flashing lights.

Route 14, Delaware Route 17, Selbyville, \$3,500; Route 58, one-half mile south of Frankfort, \$3,500; Route 14, main crossing at Frankfort, \$3,500; Route 58, main crossing at Dagsboro, \$3,500; Route 29, Lake avenue crossing at Greenwood, \$4,000; Route 10, Market street, Laurel, \$4,000; north crossing at Seaford, \$4,500; all Sussex county, flashing lights.

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Fri. & Sat., February 11 & 12
Frederic March, Carole Lombard in "NOTHING SACRED"

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2—Silver \$ Nights—2
Monday and Thursday—If unclaimed, \$200 Given away if the lucky persons are present—Plus Dorothy Lamour, Ben Blue Yacht Club Boys, Johnny Downs, Eleanor Whitney and Betty Gable in
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The show everybody has been waiting for, Dorothy Lamour, John Hall, Mary Astor and Audrey Smith in
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SILVER DOLLAR GIFT NIGHT
If unclaimed February 14, \$200 given away if the lucky persons are present—Plus Leo Carrillo and Jean Parker in
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Big Double Show—2 Features—2
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326 MILES OF NEW ROADS ADVOCATED BY W. W. MACK

Recommendations for the construction of 326.23 miles of highways and sidewalks during the coming year are contained in the annual report of W. W. Mack, chief engineer, to the state Highway Department.

Of the total proposed construction, 97.11 miles including sidewalks, are in New Castle county; 72.28 miles in Kent county, and 156.84 miles in Sussex county.

Continuance of the policy of widening all highways under 18 feet in width as funds permit was recommended.

If the legislature continues to draw on highway funds for other than road purposes, the State highway program will be curtailed and needed improvements and developments will be delayed, Mr. Mack said.

The report shows that highway construction work would have been virtually at a standstill last year had it not been for about \$1,000,000 worth of unfinished work carried over from the previous year.

During 1937 the total cost of maintenance of 3,892 miles of State highways and roads amounted to \$908,246.38, the report shows. Maintenance of the 1,180 miles of the State highway system for the 12 months ending December 31 amounted to \$443,944; of the 2,682 miles of the secondary or county road system to \$464,302.

In discussing the four-cent tax on gasoline from which the State Highway Department receives its principal revenue, Mr. Mack said one cent of this tax takes care on maintaining the county roads, of \$478,801.91. The second cent will go to pay the \$509,655 required for interest and retirement of

county highway bonds; the third cent goes for maintenance of the State highways at \$462,132, and the fourth cent pays for maturities and interest on State highway bonds amounting to \$165,375, organization, State police and the support of the motor vehicle department at about \$356,000. He pointed out that each cent of tax represents about \$500,000 worth of revenue each year.

Explaining that federal funds for highway work have averaged \$1,130,000 annually for the past four years, Mr. Mack points out that the special federal grants for unemployment relief are likely to terminate.

For Rent—Good farm, located on the road leading from Adams' school house to Bursville.—A. W. Spurry, Harrington, Delaware.

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| 2 1936 CHEV. DELUXE COUPES | \$450.00 ea. | 2 1936 CHEV. MASTER SEDANS | \$450.00 ea. | 1935 CHEV. DELUXE TOWN SEDAN | \$400.00 |
| | | 1934 FORD V-8 COACH | \$275.00 | 1935 FORD V-8 COACH | \$350.00 |

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Virginia Vale, in her column, "Star Dust," offers all the news highlights that concern motion picture and radio favorites ★ Miss Vale, after two years as associate editor of a motion picture magazine, was called to the desk of a New York daily to handle interviews with radio and screen luminaries ★ Her friendships with headliners now extend to the great majority of the nation's stars ★ This intimacy assures you of a glance into the life of every great personality on the screen and on the air★

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BOY SCOUT CAMPAIGN
(Continued from page 1)

East Kent County, Dr. Gilbert W. Mead, Chestertown; C. M. Melvin, Millington; W. Robert Husy, Chestertown. Tri-County District, (Talbot, Caroline, Queen Anne's County) John W. Noble, Preston; Franklin Day, Centerville; J. Willard Davis, Easton; Wilmer Fell Davis, Federalsburg; Benjamin Willis, Denton. Dorchester County, Emerson C. Harrington, Jr., and L. H. Tilden, of Cambridge. Salisbury Area, Col. Wm. B. Tighman, Jr., John C. Krusen, S. Denmead Kolb, of Salisbury, Pocomoke Area, Ralph A. Ross, Pocomoke City; A. Wellington Tawes, G. R. Mathews, of Crisfield.

In lower New Castle and Kent county, which is known as the Dover Area District, the appeal for funds will be made under the direction of the district Boy Scout Committee of which J. Wallace Woodford is chairman. The funds contributed will provide such services as camping during the summer and winter months at the Rodney Scout Camps, training courses for Scoutmasters and Troop Committeemen, badges for Scouts, supplies and assistance for the organization of new Troops, special activities such as Courts of Honor, Delaware University Scout Day, district encampments, etc.

According to the report of Charles R. Andreas, Jr., Field Scout Executive for the upper districts of the Del-Mar-Va Council, the past year has shown an increase of 20 per cent in the number of Scouts in the Dover Area District. A new Troop for colored boys was organized at Millford. Other Troops are located at Millford, Harrington, Smyrna, Middletown, St. Georges, Bear and in Dover there are two Sea Scout Patrols and four Troops, one of which is for colored boys.

A gain of 30 per cent is shown in Scout membership in the counties under the direction of Mr. Andreas, which includes Cecil, Kent, Queen Anne, Talbot, and Caroline on the Eastern Shore

of Maryland and Kent and lower New Castle in Delaware.

This annual budget appeal is being made among the friends of Scouting in all communities where there are Scout Troops. The local chairmen are as follows: Dover, A. G. Livingston; Milford, C. D. Halmuelier; Smyrna, W. E. Matthews; Middletown, John C. Swain; St. Georges, Benj. Binton; Camden-Wyoming, A. Bailey Thomas; Harrington, J. R. Wilson.

PUBLIC SALE
of Valuable

PERSONAL PROPERTY

The undersigned will sell at public auction on his farm near Denney's School, three and one-half miles north of Dover, and one-half mile east of the Dual Highway, on

THURSDAY, FEBRUARY 17, 1938
At 10 O'clock A. M.

The following described personal property, to-wit:

LIVE STOCK

10 Young Brood Mares and Stallion

No. 1. "May," bay mare, 7 years old, in foal by Jack; weight, 1,250 pounds.

No. 2. "Tony," Roan mare, 4 years old; in foal by horse; weight, 1,600 pounds.

No. 3. "Bird," gray mare, 4 years old; weight, 1,600 pounds.

No. 4. "Katac," gray mare, 6 years old; in foal by Belgium horse; weight 1,600 pounds.

No. 5. "Pearl," sorrell Belgium mare, with nice colt; weight, 1,600 pounds.

No. 6. "Martie," black mare, 6 years old, weight, 1,400 pounds.

No. 7. "Mary," black mare, 4 years old; weight, 1,300 pounds.

No. 8. "Pet," bay mare, 6 years old; in foal by Jack.

No. 9. "Belle," bay mare, 5 years old; in foal by horse.

No. 8 and No. 9 are sisters and weigh 1,250 pounds each.

No. 10. "Floss," brown mare, 6 years old; bred by Jack; weight, 1,400 pounds. Has a nice weaning mule colt.

No. 11. "Prince," registered stallion, into foaled April 28, 1935. Black small star; record number 2211354; weight, 1,500 pounds at 27 months. The sire is a son of "Cornot," the \$40,000 "Cornot" with one of the best show records.

TWENTY-SEVEN REGISTERED

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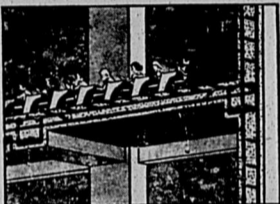
John W. Elliott, a prosperous farmer living in the Georgetown section has a mother hog which gave birth to ten pigs on February 2. Among the ten, one had two perfect noses, two mouths, two tongues, two sets of teeth, two eyes, two ears, a twin head, six legs and two tails.

This unique creature lived for three days and two nights. Mr. Elliott has put the pig in a large glass jar partly filled with alcohol. According to people who viewed this monstrosity its excess members are perfectly formed.



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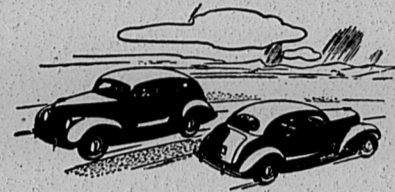
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The new Standard Ford V-8 is built on the same 112-inch wheelbase as the De Luxe Ford. Newly designed. Choice of two engine sizes—85 horsepower or 60 horsepower. More than 300,000 people have purchased the thrifty "60." Many owners reported 22 to 27 miles a gallon. See your Ford dealer for a demonstration.

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Standard Ford prices include:
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One Sun Visor
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DE LUXE CARS

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