



# Emmitsburg Chronicle

EMMITSBURG, FREDERICK COUNTY, MARYLAND  
PUBLISHED WEEKLY ON FRIDAY

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MEMBER MARYLAND PRESS ASSOCIATION, INC.

### Personals

Holiday visitors at the home of Mr. and Mrs. Louis Rosensteel, were Mr. and Mrs. Morris Hewitt and daughter of Hagerstown; Mr. and Mrs. William Rosensteel and family, Baltimore; Mr. and Mrs. George Constantine and family, Silver Spring; Mr. and Mrs. Glen Polly and family, Fairfield; Mr. and Mrs. Eugene Rodgers, Mr. and Mrs. Andrew Shorb, Fairfield; Wales Rightnour, Philip B. Sharpe, Mr. and Mrs. Ernest Rosensteel and the Misses Mary Theresa and Margaret Houck.

Mr. and Mrs. Harry Gelwicks entertained at Christmas dinner and Mrs. Earle Gelwicks and children, Bobby, Mary Ann, Donnie, John, Joseph and Mark; Mr. and Mrs. Charles Hubbard and children, Suzanne, Charles, and Roland, and Mrs. Ethel Gelwicks Jones.

Holiday visitors at the home of Mrs. Mary Claudio Rosensteel of 207 E. Main St., were Mr. and Mrs. William Rosensteel and family, Mr. and Mrs. Herbert Sprankle and family, Mr. and Mrs. Carl Amrhein, all of Baltimore; Mr. and Mrs. Glen Polly and family, Mr. and Mrs. Robert Kleppinger and family, Fairfield; Mr. and Mrs. George Constantine and family, Silver Spring; Miss Peggy Sanders, Waynesboro; Mr. and Mrs. Richard Rosensteel, Bernard Peters, Misses Mary Theresa and Margaret Houck and Mr. and Mrs. Edward Houck.

Mr. and Mrs. Raymond Baumgardner, Clifford Meskill and Heiga Wooschlaeger spent Xmas Day visiting in Baltimore with Mr. and Mrs. Jerry Hoskins and family in Dundalk; Mr. and Mrs. Thomas Bosley and family, Essex, and Dr. and Mrs. Baumgardner in Baltimore.

Callers over the holidays at the home of Mr. and Mrs. Raymond Baumgardner were: Mr. and Mrs. John Baumgardner and children, Robert, Virginia, Martha and Paul David; Mr. and Mrs. Elwood Baumgardner and son, John, of Baltimore; Mr. and Mrs. Edgar G. Emrich and children, Margo and Carol and Gearheart Daelfuer and Nancy Eyster.

mond Baumgardner were: Mr. and Mrs. John Baumgardner and children, Robert, Virginia, Martha and Paul David; Mr. and Mrs. Elwood Baumgardner and son, John, of Baltimore; Mr. and Mrs. Edgar G. Emrich and children, Margo and Carol and Gearheart Daelfuer and Nancy Eyster.

### New Chevrolet Due Next Week

The new 1953 Chevrolet will go on display here for the first time on Friday, Jan. 9, at Creeger Motor Co., Thurmont.

Mr. E. C. Creeger, the dealer, has invited the public to witness the unveiling of the new models, which will be displayed simultaneously with similar debuts in Chevrolet dealerships across the country.

Arrival of a new Chevrolet model is usually a top news event in the automobile world, since Chevrolet has been the sales leader of the American market for the past 22 years.

Mr. Creeger promises an interesting and attractive exhibit when his new 1953 models are introduced.

### Party Date Is Set

The annual Christmas party of the Francis X. Elder Post, American Legion, will take place January 8 at the Barlow, Pa. fire hall. Admission will be \$1 a person and is limited to members of the organization and auxiliary, each being entitled to bring one guest.

Spinstership is at an all-time low in the United States.

Stuttering, fidgeting and certain forms of neurotic behavior act as outlets for pent-up anxiety one psychologist believes.



(Sponsored by the Emmitsburg Chamber of Commerce).

WASHINGTON - The new Congress will start moving like a heavy truck, shifting gradually to higher speeds.

There will be delay. First Congress must get organized, with Republican majority and Democratic minority forces selecting leaders and deciding upon committee appointments.

There will be a lag in production of a legislative program, because of the shift in party control of the Federal government. Republicans will control both Capitol Hill and the White House for the first time in 20 years. There isn't a Republican Senator who has served under a GOP President and only 15 of the 221 Republican House members have.

Sooner or later, however, Congress will tackle these matters, among others:

**Taxation and Spending** — Although legislation for these must be handled individually, the items themselves can no more be considered separately than a wife's budget and her husband's income.

This year, as every year, Congress must appropriate money to run the government. This year, too, major tax law provisions expire and will be reconsidered together with some others which expire early in 1954.

The Republicans want to hold next year's budget well below this year's \$79 billion and eliminate the current \$10 billion deficit.

They also want to cut taxes to bolster consumer buying power and stimulate business activity as Federal defense spending declines.

Ultimately, tax reductions will depend on the amount of spending curtailment.

The latter, in turn, will depend mainly on possible cuts in defense spending, which accounts for about two-thirds of the present budget. The House Appropriations Committee will begin holding hearings on defense spending Feb. 1.

**Government reorganization** — Legal authority for President to reorganize Federal executive departments expires April 1. Its extension is expected to be among the early Congressional actions.

The Republicans want to give Mr. Eisenhower the authority to effect departmental changes which he and other party leaders have in mind. The President-elect has appointed a commission to advise him on reorganization but Congress also will have advice to offer.

**Controls** — Federal wage, price and rent controls expire April 30; materials channelling controls, June 30. The big argument will be whether to end economic control authority outright or put it on a standby basis. Sen. Capehart, new chairman of the Senate Banking Committee, will open hearings Feb. 1. The fate of the materials allocations controls will depend on the supply-demand outlook.

**Tariffs** — The Trade Agreements Act, under which our government negotiates mutual trade treaties with other countries, expires in June. Again, as before, the main argument will be between supporters of high and low tariffs respectively.

**Foreign Aid** — Present spending authority expires June 30. Its renewal will be considered in connection with: (1) over-all U. S. spending, (2) the tariff situation, (3) the free world's economic health. There will be a strong drive for more loans and less gifts and more U. S. buying of military supplies abroad to provide additional earned dollars there.

Congress will hear louder cries of "trade, not aid" from foreign shores. And a consolidation of our various economic aid programs definitely is in the cards.

**Labor-Management Relations** — The Taft-Hartley Act will get its biggest airing since it was made law over Mr. Truman's veto by a Republican-controlled Congress in 1947. Since then, efforts to improve the law have been blocked by Democratic forces that wanted to repeal it outright. Now those forces have indicated willingness to settle for amendments. Sen. Taft (R-Ohio), back at the Senate Labor Committee's helm, believes a number of changes in the law are in order, although none would alter its basic philosophy. He hopes to begin a month of hearings about February 1 to solicit recommendations from all responsible quarters.

### Taneytown Man Cited In Korea

The Combat Infantryman Badge for excellent performance of duty under enemy fire in Korea recently was awarded to Sgt. Charles E. Barnhart of Taneytown. Sgt. Barnhart is with the 40th Infantry Division, a California National Guard Division called to active duty in 1950 and later filled with men from every state in the Union.

### Yule Spirit Finds Way Into Mental Hospitals

Christmas is celebrated during the whole month of December in Maryland's mental hospitals. The community and the hospitals' staff work together to the end that no patient is lonely; no one is forgotten. It is a season of happiness, feasting, and gift giving as well as a season of caroling and religious observances.

These activities are listed in a calendar of events issued by each hospital. A Christmas greeting from the Governor heads the program; the superintendent's message of appreciation of the kindness of friends and employees alike, concludes it. The reassurance that no patient will be forgotten is carried as an added informational note.

Beginning with the first week of the month and continuing until the New Year, Christmas parties are held in all buildings, on all wards. Entertainments for several hundred patients are given in hospital auditoriums. These festivities include dances, variety shows, current movies, and Christmas plays sponsored by the hospital and community organizations. Caroling and religious services are conducted both on the wards and in the auditoriums, choirs from the neighboring churches and hospital choruses participating.

Christmas day combines many homelike pleasures. Christmas dinner, uniform in the five hospitals, features turkey with all of the trimmings. This vies for space with mince pie, candy, nuts, and fruit. Gifts are distributed either by Santa Claus himself or by staff units. Families and friends visit freely throughout the hospital.

Planning Christmas for a family which totals more than 10,000 begins far in advance. The dietary departments meet together at the Dept. of Mental Hygiene to decide upon the menu. Roasting the turkeys, too, cannot be left for Christmas morning. In the larger hospitals, it requires two days of day and night shifts working 48 hours to complete stuffing and roasting the birds. Decorating the wards also calls for forethought. The maintenance departments must check the tree lights and ornaments for more than 300 Christmas trees.

**WEEK OF PRAYER**  
The Universal Week of Prayer will be observed next week in all Emmitsburg Protestant churches. Beginning Sunday at 7:30 services will be held in the Presbyterian Church; Tuesday at 7:30 o'clock at the Lutheran Church and Sunday at 7:30 p. m. at the Reformed Church.

### Taneytown Will Decide On Sewerage At Meeting

Mayor Raymond Perry of Taneytown, has announced that town officials will meet with county and State health authorities after the first of the year to consider the results of a survey of the town's sanitary facilities.

The survey was launched last spring to determine what depth any sewer system would have to be constructed in order to serve the entire community.

Another purpose of the study is supplying the hospitals with more than 200 trees.

Protecting the patient from the chance of being forgotten is the job of the nursing services and supplying his need is reserved for the coordinator of volunteer activities of each hospital. Lists of patients who receive few visitors during the year are compiled by the nursing personnel, and given to the coordinator as patients who might well be neglected in the holiday rush. The coordinator working either with a Christmas cheer committee, the woman's auxiliary in the hospital, or through volunteer groups in the community, secures gifts in sufficient quantity to make Christmas memorable for all. Individual gifts are supplemented by group gifts from the generous Maryland public. Television sets rank high in popularity among these, the needs being increased by the addition of 24 new buildings to the hospital plants.

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### MODERN MISS SHOP

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**HAPPY NEW YEAR 1953**

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Thurmont Co-operative  
Thurmont, Md.

was to investigate whether Taneytown's private sewage disposal facilities are endangering the public health.

Town voters turned down a proposal last March that the town officials be allowed to float a \$400,000 bond issue to install new sanitary facilities, but the Mayor and City Council, according to Mr. Perry, are still on record in favor of the project.

He said the results of the Health Dept. survey will be presented to town officials first, after which a public meeting will be called to consider whether further immediate action is necessary.

Depending on the results of the two meetings, Mayor Perry said there is a possibility that enabling legislation authorizing further action on the project may be sought. Presumably any such legislation would carry with it a provision for a referendum, should a bond issue still be necessary.

When some folks get out of bed before breakfast they have done their hardest work for the day.

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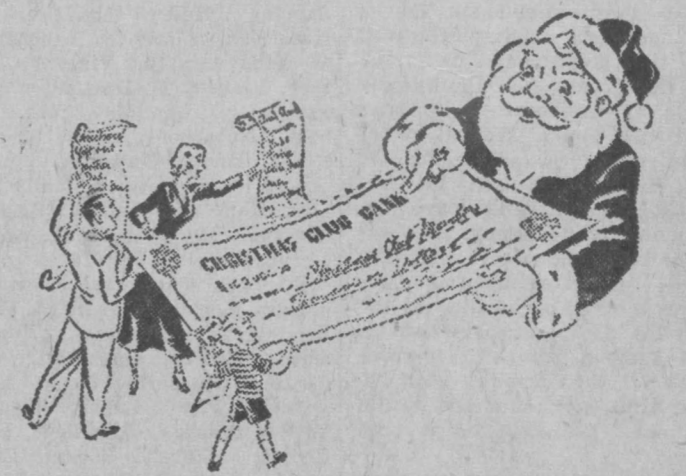
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.50 for 50 weeks	25.00
1.00 for 50 weeks	50.00
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### WASHINGTON AND SMALL BUSINESS BY C. WILSON HARDER

The appointment of Harold Stassen as Mutual Security Administrator by President-elect Eisenhower, causes speculation.

MSA, successor to the Marshall Plan, is the agency in charge of giving away billions of tax dollars, and probably represents the biggest single drain on U. S. tax money. It had been expected that this situation would be changed in view of the avowed plans to cut taxes.

However, now there is word. It is not believed that Stassen would leave the U. of Penn. presidency without concrete assurances that the agency will continue, and possibly be expanded.

Neither is it believed an overwhelming partisan loyalty would cause him to accept.

In the 1948 GOP nominating convention, a strong, popular Stassen drive by liberal Republicans was stopped by Dewey forces. So observers believe, it took very strong commitments to persuade him to again enter the arena of public life.

The new Congress will debate continuance of the giveaway plans. Adherents will argue that in view of the fact that there has been no opportunity for small and independent business to expand and create new job opportunities, the cessation of the giveaway programs would leave a great gap in the U. S. economy leading to a depression. This argument will be pegged on the assertion that a great deal of the giveaway items are manufactured goods that supply employment.

### Farmers' Meeting, Sponsored By Potomac Edison Co., Scheduled For January 23

The sixth annual Four-State Farmers' Meeting will be held in Hagerstown's Franklin Court, Friday, January 23, it was announced today by Herman Stockslager, president of the Four-State Farmers' Committee.

These meetings, which are aimed to be of primary interest to farmers of Maryland, West Virginia, Virginia and Pennsylvania, have been gaining in popularity since their start in 1948. Last year's meeting drew over 600 farmers from this and neighboring counties.

President Stockslager stated that at the 1953 meeting will be an all day session with distinguished agriculturalists and leading farmers from this area participating.

Time has been provided on the program so those who wish to may direct personal questions to the program speakers.

As in previous years, the '53 Four State Farmers' Meeting is being arranged through the cooperation of a committee of farmers from this area, agricultural experimental stations and the Rural Department of the Potomac Edison System. The meetings feature an exchange of ideas pertinent to local farming methods and news of the latest farming procedures from qualified agricultural experts.

Local men who helped arrange the '53 meeting include: Henry Shoemaker, County Agent; E. Earl Remsburg, Harry A. Zentz,



### 12 Year Plan For New Roads Makes Progress

Following is the third in a series of five articles on the Maryland highway system and the 12-year plan for improvement of that system prepared by the State Roads Commission and the Highway Advisory Council. This plan will be submitted to the 1953 General Assembly. The first of two articles gave the history of the State road system of 4736 miles and outlined its many deficiencies. Today's article discusses what we need to correct those deficiencies.

When your family grows too big for your house you have three choices. You can rent a bigger house, buy a bigger house or build additions to the one you have.

It's different with a highway system. When you outgrow the one you have there's only one course open. You can't rent a new one and you can't sell the old one to somebody else. You have to live with it and build additions.

Maryland has been outgrowing its road system for a long time. More people are driving more cars more miles every year. Our highways are getting more and more crowded despite additions

to our road structure. We haven't built the additions fast enough to keep up with the family's growth.

Probably we never will unless we plan ahead. And far ahead, too. Road building takes time. The roads we need today should have been started long ago. The roads we'll need tomorrow must be planned now if they're to be ready when we need them. When we think about highway needs, therefore, we have to think in terms of time. What do we need when? That means planning.

So the thing we need most is a plan.

The State Roads Commission and the Highway Advisory Council have spent 18 months developing a plan. It's a comprehensive plan that covers what we need now, what we'll need in the immediate future and what we'll need after that—as far as 1965. It's a realistic plan, with specific recommendations for specific roads at specific times during the 12-year span it covers. It's a flexible plan that can be adjusted to cover conditions which, however stable they may seem right now, could change the nature of our road needs.

The engineers who have planned it represent what we must have. The financial advisers who have reviewed its cost say we can afford it. Both groups believe it is a good plan, one that

will work if we adopt it and stick to it.

Under that plan we would, in the next 12 years, build 300 miles of new roads and we would widen, resurface and generally bring up to acceptable standards, some 3150 miles of existing roads on the State system. In the new road category would come many miles of construction needed to give us divided highways on major routes between traffic-generating areas. Some of these modern roads have been started under the stepped-up building program of the last few years. A few are well advanced. They should be completed. Only by carrying them on to their planned destinations can we get the maximum service from them and realize the maximum return on the investment we already have in them. Divided highways are our most costly roads, for they require wider rights-of-way, overpasses and underpasses for cross traffic, and interchanges where heavy traffic streams merge. But they are also the highways most necessary to achieve modernization of our overloaded State road system. We must have them. And the plan will provide them.

The secondary program category — widening, straightening, strengthening, and resurfacing 3150 miles of existing roads; is

fully as important as the construction of new roads in achieving the program goal of a truly modern highway system. If you read the second article in this series you may remember that, in our present State road system, there are 6700 curves too sharp for safety; 1900 hills too long or too steep for free movement of heavy vehicles and 12,800 places where hills, hollows, curves or other obstructions impose less-than-safe sight distances. Those hazards must be eliminated.

Then there's that other tab; also outlined in the last article; that shows there are 3741 miles of State roads less than 24 feet wide but carrying traffic volume far in excess of safe capacity for that width. That mileage must be improved. The program recognizes that, and provides for the improvement.

It's a big job and it will take a lot of man-hours and materials and money. But the thing is: we need it. We need the roads that it will give us because we need the time and the money; and the lives; that those roads will save.

The program proposed by the State Roads Commission and the Advisory Council covers a 12-year span, because that period of time will give us what we need as rapidly as we can sensibly afford to pay for it. You'll find in a later article an explanation of how we can pay for the job we

need done. At the moment let's see how the plan provides for our needs.

The plan proposes that we divide the 12-year over-all program into three periods of four years each. In the first period have been placed those projects with the greatest urgency, improvements which, for the most part, we ought to have right now. In the second period are projects that will have just as great urgency by the time we can build them. To the third period have been allocated those projects which, in the opinion of experts trained to forecast traffic trends, will be obvious necessities well before we move into the ninth year of the program.

Some of the projects overlap the time boundaries of the four-year periods. Take the case, for instance, of a road planned as an eventual divided highway. In the first four years one lane can be built and the rights-of-way acquired for the other lane. In the second four years, if the traffic trends are found to be following the forecasts, the second lane can be added for the full length called for in the original plan.

That phrase, "if the traffic trends are found to be following the forecasts," is the clue to an important part of the plan. The State Roads Commission and the Advisory Council have agreed that their plan should have a

built-in provision against errors that might result from looking too far ahead. Therefore, the plan provides for periodic review of the urgency of every item, particularly those in the second and third four-year brackets. If the need factors take on a different pattern, if any project becomes less imperative or more imperative, it can be shifted from one period to another without greatly affecting the final result.

We need a plan to achieve that final result. Whether we follow precisely the plan now being offered, or some modification of it, remains to be determined. But we must have a plan—and it must look far enough ahead to be a realistic plan, not just an expedient.

We need a plan for the perfectly simple, and very human, reason that we keep changing our minds. Individually, we seem all to be aware that our highway system is inadequate, unsafe, obsolete. But collectively we seem unwilling to meet the problem squarely and dispose of it with a positive decision and a firm commitment.

The need for a plan is more urgent today than at any time since the State highway system was created 42 years ago. The problem that has been created on our roads is getting a little worse every day.

It isn't going to solve itself.

(The next article will discuss the cost of providing the improvements outlined in the 12-year plan. These articles are from a 20-page illustrated booklet "The Road Ahead" which may be obtained by writing to the Public Relations Division of the State Roads Commission, 108 E. Lexington St., Balto. 3.)

### Rev. McGovern Appointed To Athletic Board

The Rev. John J. McGovern, instructor in economics and dean of freshmen, has been appointed to the Athletic Council of Mount Saint Mary's College, Emmitsburg, Md., according to an announcement by the Rev. John F. Cogan, Jr., chairman of the Council.

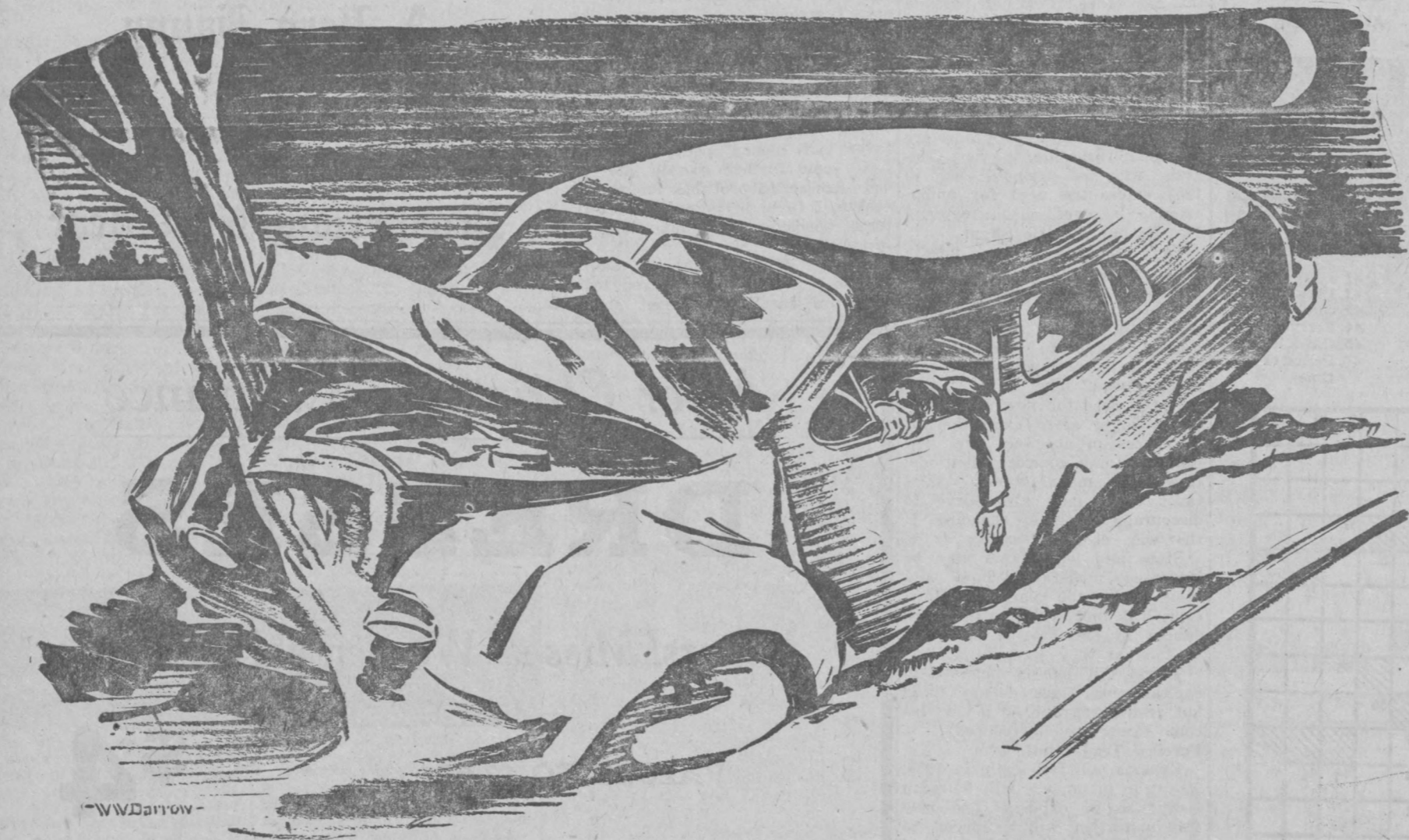
Fr. McGovern, a native of Bethlehem, Pa., was educated at Bethlehem Catholic High School and Villanova College from which he was graduated in 1941. Following graduation Fr. McGovern worked with the Bethlehem Steel in industrial relations. He entered the army in 1942 and during his three years of service saw action in both the European and Asiatic Theaters.

Discharged in 1946, Fr. McGovern entered Mt. St. Mary's Seminary and was ordained for the diocese of Trenton in 1951. pastor at St. Agnes Parish, Atlantic Highlands, N. J., where he was especially interested in youth and Scout work in recognition of which he was appointed Honorary Chaplain of the Atlantic Highland Sea Scouts prior to his return to Mt. St. Mary's College as a member of the faculty in September 1952.

As a member of the three-man Athletic Council, Fr. McGovern will help formulate policy for intercollegiate competition as well as for the extensive intramural program in force at the Emmitsburg College.

Geographically, Australia may be regarded as the world's largest island and the world's smallest continent.

Tallest lighthouse in active duty along the south Atlantic coast of the U. S. is at Cape Lookout.



## WAKE UP - or die!

Nearly 20,000 people died in the dark—in the night-time traffic accidents in 1950. Over 750,000 were injured in the hours from dusk to dawn. Last year these casualties went still higher.

Night accidents are one of the greatest factors in the increasing highway death toll. Fatigue, poor illumination, headlight glare, faulty vision, and the greater number of dangerous drinking drivers at night are the major causes of this tragic nocturnal record.

Another big factor—in both night and day-time fatalities—is "highway hypnosis." On long drives over smooth, unending roads the steady hypnotic monotony of humming wheels lulls drivers into a dangerous mental blank. Alertness gone, reactions at a low ebb, the worst can happen—and does.

What do you do when you become drowsy while driving?

Safe drivers, recognizing the danger signal, pull off the road and relax. Perhaps they stop for a cup of coffee and stretch their legs, or let someone else take the wheel. They know, as every good driver knows, that safety demands alert driving, particularly at night when the killing rate per vehicle is as much as four times greater in proportion to traffic volume than it is in the daytime.

When you are driving in a fog of fatigue—pull over! Wake up, or die!



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Although another person may have similar symptoms of sickness, this is no assurance that what is prescribed for one will be helpful for another...

The medicinals of today are highly complex chemicals compared to drugs made largely from botanicals a few years ago...

pared to drugs made largely from botanicals a few years ago. "Prescriptions are tailor-made..."

A physician prescribes a medicine only after making a thorough examination of the patient and then deciding upon the medication best suited for that individual...

To protect the public, stringent laws have been passed prohibiting the dispensing of many drugs except on prescription because of their potential dangers...

Parents are especially warned not to give children medicine which has been prescribed for adults even if they reduce the dosage...

St. Anthony's News

Mr. and Mrs. Charles Hemler and son, David, spent Christmas with Mr. and Mrs. Sterling Hemler of Oxford, Pa.

Mr. and Mrs. John Roddy Sr. spent the holidays with Mrs. Roddy's daughter and son-in-law, Mr. and Mrs. William Brey of Baltimore.

Mr. and Mrs. George Jordan of New Jersey, spent the Christmas holiday with Mr. Jordan's parents, Mr. and Mrs. John Jordan.

Spending the holidays with her mother is Miss Pat Martins. Mr. and Mrs. John Jordan Jr. and family of Baltimore, spent...

Children react quite differently to medicine than adults. Drugs given to children should be recommended by the family doctor or physician.

Putting away medicine for future use is also discouraged since certain ingredients may deteriorate or become more potent.

Sunday with Mr. Jordan's parents, Mr. and Mrs. John Jordan Sr.

Mr. and Mrs. Victor Wolfe of Frederick, spent Christmas with their aunt and grandmother, Mrs. Mr. George Keepers.

Mr. Joseph Martin of Hagers-town, is spending some time with Louisa Warthen and Mrs. Sussy.

Mr. Mike Keltz spent Monday with his aunt, Mrs. George Martin.

Mr. and Mrs. Joseph Orndorff and son, Dickie, of Bonneauville, Pa., spent Christmas with Mrs. Orndorff's parents, Mr. and Mrs. Felix Hemler.

Mrs. Genevieve Clements and daughter, Yvonne, George and Ray Keepers spent the holidays with Mr. Keepers' sons, Frank, Albert, Joseph, John, Edward, and daughter, Anna of Baltimore.

Church Notes

REFORMED CHURCH Rev. E. P. Welker, Pastor. Sunday School, 9:30 a. m. Communion, 10:30 a. m.

TOM'S CREEK METHODIST Rev. Byron H. Keesecker, Pastor. 9 a. m.—Sunday School. 10 a. m.—Morning Worship.

PRESBYTERIAN CHURCH Rev. J. Franklin Weaver, Pastor. Sunday School, 9:45 a. m. Services, 7:30 p. m.

TRINITY METHODIST CHURCH Rev. Byron H. Keesecker, Pastor. 10 a. m.—Sunday School.

ST. JOSEPH'S R. C. CHURCH Rev. John D. Sullivan, Pastor. Masses at 7:00, 8:30 and a High Mass at 10:00 a. m. Baptisms at 1:00 p. m. Confessions at 4 and 7:30 p. m. on Saturday.

ST. ANTHONY'S SHRINE Rev. Stanley Scarff, Pastor. Masses at 7:30 and 9:30 a. m. Confessions Saturdays at 3:30 and 7:30 p. m.

EV. LUTHERAN CHURCH Rev. Philip Bower, Pastor. Sunday School, 9:15 a. m. Service, 10:30 a. m. Holy Communion. Service of Infant Baptism, 1:30 p. m.

NAMED COMMISSIONER The State Insurance Dept. of Maryland announces that Governor Theodore R. McKeldin has appointed the Honorable Charles S. Jackson, Baltimore business man and banker, as State Insurance Commissioner for the remainder of a four-year term ending the first Monday in May, 1955.

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Chronicle Press EMMITSBURG, MARYLAND



LOOKING AHEAD BY GEORGE S. BENSON

President—Harding College, Scary, Arkansas

"Capitalism" Isn't a Bad Word Word Recently a rather prominent person, writing in one of the top quality magazines, suggested that America should discard the word "capitalism" and the term "private enterprise" to describe our economic system...

The meaning of "capitalism" and "private enterprise" cannot be changed unless we want to tear up our dictionaries and create a new language. Since the origin of the English language the word "capital," in its economic sense, has meant money or an aggregate of goods with which to promote the production of other goods or services.

Money or an aggregate of goods with which to promote the production of other goods or services. "Capital" is money or property at work!

Capitalism If you've got a steady balance in your checking account at the bank, or a \$50 balance in your savings account, it's "money in the bank." If you use it to make or buy Christmas cards for your son to sell door-to-door you are practicing philosophy of "capitalism" and you're a "capitalist." If you do not use it, the bank will—it will loan your \$50 out to business and corporations. Thus the bank is practicing "capitalism" with your "capital." And again you are a "capitalist."

But don't blush with shame over being a capitalist. Most Americans are, in a small way, providing capital which in some manner is going into the stream of American business and commerce to keep our economy alive, and dynamic, and progressive. Managing your life so well that you can put some of your earnings to work as "capital," directly or indirectly, is the attribute that has built the foundation for American progress. And it has done more for the improvement of the economic welfare of the human race than anything else I can think of.

The Other Route There simply couldn't be any sound or permanent improvement in a nation or society in which each individual unit or family week to week and month to month lived up all its earnings. Although the more industrious and enterprising families would live better than their neighbors, there would never be an abundance or even a surplus; and there ultimately would be scarcity and famine.

If our insurance companies and banks and other lending institutions were to cease to exist tomorrow because of lack of capital to lend, our commerce and our economic life would quickly grind to a halt—unless, of course, the government took over and operated business and industry. And if government took over we would live under Socialism, with the slow death of progress guaranteed. Socialism and Communism operate on the theory of "production for use." They propose economic progress through planning and human regimentation. But they've never demonstrated in practice an ability to bring economic progress at any cost.

The Mechanism "Capitalism" is an economic philosophy; a doctrine, or concept, or principle for using available money or property in productive work to replenish and expand, to reproduce wealth and goods. The "Private Enterprise System" is the mechanism through which "capitalism" operates in our country. Webster describes it as an economic setup "in which the ownership of land and natural wealth, the production, distribution, and exchange of goods, and the operation of the system itself are effected by private enterprise and control under competitive conditions."

"Capitalism" in its purest sense does not necessarily establish the right of private property, or private ownership. The private enterprise system does. Private property is the keystone of the system. In my opinion the right of private property is the one mighty pillar that supports the house we all live in in America, our way of life, the very freedom that permits us to grow in moral, physical, material, mental and spiritual stature. Next week's column will examine in detail the "private enterprise system" with its private property keystone.

New Auto Tags Will Have Letters

The Commissioner of Motor Vehicles had the air of a man who felt he was right prepared for a fight.

"It won't be easy to do away with the 000's on the new license plates," said Thomas B. R. Mudd talking about the new orange-lettered black tags that will be soon on all Maryland rear bumpers after midnight, Mar. 31.

"There'll be a lot of squawks. Every year before this one, we've had people up here waving money around trying to get a plate ended in the even thousands. There just won't be any plates like that this time."

The plate is divided into three sets of double letters or numbers, separated by hyphens. In passenger cars, the letters, any two letters from "A" to "Z" excepting "I" are on the left side of the plate and reversed to the right side in commercial vehicles. In passenger cars, two sets of double numbers follow the letters.

It will not be possible, however to obtain a plate bearing "AA-10-00," because on specific orders of the commissioner, every one of the some 600,000 plates already stamped out by penitentiary inmates has skipped all double 0's and all triple 0's that come up, starting each sequence with 10-01 and ending with 99-99.

Only one plate, a specimen plate, kept in a locked cabinet of the commissioner's office, bears the "0" sequence that some Marylanders in the past have mistakenly associated with pillars of the community. That plate, which will never go on a car reads "AA-00-00."

The last time Maryland used orange and black, the State colors, in combination was in 1924 when the orange letters were a little redder than orange.

In 1954 the color scheme will be revised with the background in orange and the numerals in black. Two plates will be used in 1954, but only one in the coming year.

When the orders for 1953 tag steel were placed, only enough for one tag to be mounted on the rear bumper was available.

The order for 1954's steel has already been placed with the Bethlehem Steel Co., and unless there are unforeseen demands on the steel supply, there will be two tags again the year after next. However, if steel becomes scarce, 1953's plates have slots punched in them to take the small clips of recent years.

It takes some 50 penitentiary inmates about 11 months to manufacture 850,000 single, or sets of tags, consuming about 150 tons of steel in 32 by 96-inch sheets.

The State Use Industries, a branch of the Dept. of Correction, collects about 11 cents for each tag, compared with the seven cents paid for the insert clips used this year. Double tags used to cost about 19 cents to manufacture.

Not only has Commissioner Mudd had inquiries from all sides about getting an even 000 number, but some Maryland doctors think their plates should start off with "MD-10-01."

"They tried that in Ohio last year," Mr. Mudd said, "but the highway people out there tell me not too many doctors wanted them. Too much temptation for dope addicts to break into their cars."

Mr. Mudd has suggested to the Governor that if the doctors want special plates, they should appeal to the Legislature. He doesn't want this year's issue to favor any group without a special act of the Legislature.

The only special plates run off will be the usual tags for the Governor, members of the Assembly and the department heads.

We are told to pay as we go, but after all where are we going? Auto drivers would do well to have a little horse sense every now and then.

NOTICE

Effective Friday, Jan. 2, 1953—New Office Hours:

MONDAY: 6:30 P. M. to 8:30 P. M. WEDNESDAY: 2 P. M. to 8 P. M.

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1950 Chevrolet 2-door sedan, Fleetline, R&H
1949 Ford Custom '8' 4-door sedan, Overdrive, R&H
1949 Chevrolet Special Deluxe 4-door sedan, R&H
1947 Ford Deluxe '8' 2-door sedan, heater
1947 Nash '600' 4-door sedan, R&H
1946 Chevrolet 4-door sedan, R&H
1942 Chevrolet 1/2-ton panel truck, heater...\$250
1941 Dodge 4-door sedan, Fluid Drive, heater... 350
1941 Plymouth 4-door sedan, heater... 350
1941 Pontiac Sedanette, heater... 295
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1936 Dodge 4-door sedan, heater... 195

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