

THE WEST ATLANTIC CITY NEWS

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OPINION OF LATE MAYOR BADER SEEMS TO HAVE BEEN FORGOTTEN BY SOME

(Continued from page three)

City of Atlantic City at large. Not so very long ago the head of that family was Edward L. Bader and he said the site for the terminals is across the thoroughfare. In many of his private remarks he said a new terminal would not be built anywhere else as long as he lived.

Since that time a plan has been worked out to show the advantage and great gain to the city of placing the terminals across the thoroughfare.

This gain comes in improved transportation and traffic facilities in every direction; in saving important suburban developments in Venice Park and elsewhere; in transforming an undeveloped area into a center of civic beauty and great usefulness; in removing from the narrow section of the World's Playground cluttering tracks and smothering interference with the movement and affairs of constantly increasing numbers of people who serve the best interests and cater to the patronage of people from all over the world. These people arrive not by one railroad, neither do they commute by one railroad. They come and go by every means of motor, steam and electric power transportation, with full and reliable promise that air transportation is but a little way off in its practical application to the needs of moving the millions who visit the World's Playground in the round twelve months.

Yes, north of the thoroughfare is a "wide space." Edward L. Bader, ripe in years of experience in up-building Atlantic City; keen and alive to the touch and feel of the demands of the people of the city, and those of the world; a man who could command the attention and cooperation of all men of broad vision, saw the littleness of the offering of a new terminal at Arctic avenue, and the greatness of the possibilities of the terminal across the thoroughfare.

No one can say that Edward L. Bader was not a man of parts and dependability. No one can say that he was not a man of vision.

It was just a short time ago that these tributes were being paid to him by prominent individuals and the public press.

Is a man and his wisdom so soon forgotten?

CITY OF HOMES

West Atlantic City is becoming known as a city of homes. It is unique in this respect. The residents take pride in owning their homes and Benjamin R. Fox has co-operated to help the home owner by wise restrictions and careful street layouts.

There is a great deal of truth in that old saying, "be it ever so humble there's no place like home." Many people live in homes that they do not own, and when they do this they fail to attain the satisfaction that comes to the person who owns the land and the house—the little kingdom—that constitutes the home.

Banks and reliable financial institutions throughout the country urge as one of the best of all investments the purchase of a home. This may be accomplished in various ways and there are many financial plans that make home owning a much more simple proposition than it may seem to the person who has not made the attempt to purchase his own home.

A home on a site that has been selected with some care is always a safeguard against material distress. Home owners are generally persons who, unless they are endowed with large financial assets, have acquired their homes by learning the all-important lesson of thrift. A home that has been earned in this manner is particularly valuable.

A man who rents a home rarely takes the pride in that home that is shown by the person who actually owns his house and lot. And the person of modest means, who has earned his home himself, usually derives more pleasure from a home than the person who lives in a palatial mansion.

Not at all the least of the joys of home owning come with the planning of the home. In this occupation the husband and the wife may have their little differences, but in the end these little differences are usually ironed out and the completed work embodies the ideas of both.

Then, after the home is actually built, comes the fun of planning its furnishings. There is such an array of attractive fittings for the home these days; so many labor saving devices for the woman of the house, so many things that may be added to the comfort of the man, that a home is the goal of all effort and enterprise, the reward in happiness and comfort without stint or measure.

"A CITY BEAUTIFUL."

If convenience to the public is the only thing considered at this time then present location of railroad terminals would be satisfactory for an indefinite period of time, but if a three-fold city, a city beautiful, is the goal, a city of enlarged permanent population, whose needs will mean so much in the way of investment return to the railroads, then must the proposed railroad terminals be located at a point which will permit the proper expansion and which expansion will give the solution to tax relief, traffic congestion and unsatisfactory business sections. And that proper location is at a point as far west in the city boundaries as is reasonably possible.

Imagine the beauty to be obtained by a beautiful plaza along the Thoroughfare front, the inviting atmosphere that could be created by means of boulevards and parking that will under such a plan distribute the millions of visitors to the various points of the city, modern highways and business sections that will be most impressive.

A very important phase which the taxpayers of our city should not overlook is the future possibility of progress in beautifying the entrance to our city. With the station moved, new wide boulevards leading to and from it, gradual removal of railroad sidings and crossings and with ground thereby increased in value, a different class of improvements in keeping with ground values will result. The latter in itself will be forward motion in cleaning up and helping the appearance of the Northside.—John R. Syracuse.

COOLIDGE LAUDS THE HOME

Tells Conference That Hearthside Is Greatest Influence in National Life.

President Coolidge believes that the "home is the greatest influence in our national life" and that "there never was a time when it was more necessary to give serious attention to home making."

His views were set forth in a letter read at a dinner given at the National Good Housekeeping Conference in Washington Friday night. "We are told that some of the social, moral and spiritual problems of today are due in a measure to the disappearance of the old home life," the letter said.

"It is our task to adjust the home to modern conditions, so that it will continue to hold our children, teach them wholesome habits of living, and instill high ideals and the spirit of service."

FIRST ENTRANT FOR RESORT PAGEANT PICKED BY MIAMI

Miami again was the first American city to pick its candidate for the title of "Miss America." This year Miss Marcie Lands, pretty 18-year-old stenographer, will wear the "Miss Miami 1927" ribbon. She is 5 feet, 5 inches tall, weighs 122 pounds, brunette and is unobbed.



THE DIRT ROAD TO CIVILIZATION

By CYRUS H. McCORMICK, JR.

Vice-President of the International Harvester Company (Has the motor truck become the advance guard of modern civilization? The writer of this article sees it in this role and sets forth his opinions in a challenging way.)

It has been the mission of the motor truck to bridge the gap in our national transportation system that still remained after rail and waterway transport had made ours the most highly developed transportation country in the world.

There are 80,000 out of 125,000 population centers or communities in the United States with railroad freight stations, but until the motor truck and the motor bus came in as a factor, 45,000 such communities lacked any efficient or general means of transport for persons or goods.

If in this country the motor vehicle is a necessary aid to the development of a new community, how much more so is this true of the rest of the world? Wherever civilization lags in any populous and potentially productive country, or where civilization has so far failed to arrive at all, the major cause is invariably lack of transportation.

Pekin finds it cheaper to buy flour in Seattle and bring it in than to buy grain at 25 cents a bushel from a district only a few hundred miles away but separated by trackless prairies, bridgeless rivers and the virgin passes of a mountain range. In South Africa the government operates ninety-one motor services which it employs as feeders to the railways for the haulage of dairy and poultry products and hogs.

Up to now South Africa's great trouble has been one-crop farming which was all that the insufficient railway lines (13,000 miles in a district one-third the size of the United States) could be made to

serve; but now, with a beginning made toward quick and cheap transportation to market by motor truck, the farmers are quick to see and seize the advantages of the weekly cream check.

In the United States, the pronouncements of the American Farm Bureau Federation indicate clearly how indispensably useful to our farmers is and will be the motor truck.

It is true that the motor bus demands and the motor truck demands the best possible highway for the most economical, speedy and comfortable transport. But it is also true that the motor truck can and does carry its cargo wherever wheeled vehicles can run. As in South Africa, so everywhere, dirt roads may delay but they cannot defeat or even daunt the motor truck. Only a developed or a developing country can afford railroad construction as a business investment. Any country where labor is dirt cheap can afford a dirt road.

The railroad, in order to make time and dividends, must have a comparatively level route with broad curves, and it costs so much to build and maintain that it must balance carefully between added mileage and heavy grading costs. The railroad must have tunnel and cut to fill to give it low gradients and wide tangents. Where the railroad must go through or under land barriers the motor truck climbs over or goes around them.

Is it too much to expect that first the motor truck and after it the motor bus will prove in all undeveloped lands the heralds and pioneers of the railroad? Is it not possible and even probable that

the motor truck and the motor bus will carry into these undeveloped areas the means and agencies of a prosperity that will enable them to afford railroads for the service of the long hauls and heavy duty which are the railroad's distinctive function?

URGES OBSERVANCE OF ARBOR DAY, APR. 8

Schools, With Scout Troops Urged To Plant Trees Then

CAN HOLD EXERCISES

The State Forestry Division of the New Jersey Department of Conservation and Development, urges all schools, Boy and Girl Scout troops and other organizations throughout the State to make a special effort this year to fittingly celebrate Arbor Day, which falls on Friday, April 8, by planting trees with appropriate exercises.

New Jersey statute has designated the second Friday in April each year as Arbor Day. Since the enactment of this law many trees have been planted annually on Arbor day and the State Forestry Division urges that this number be greatly increased this year.

Appropriate exercises in conjunction with the actual planting of trees may be held by schools, civic clubs, patriotic organizations, Boy and Girl Scout troops and by the municipal and county shade tree commissions.

Whenever possible the cooperation of municipal and county shade tree commissions should be sought by organizations planning Arbor Day celebrations. These organized shade tree bodies can provide valuable assistance both in helping to procure the right trees and in seeing that they are properly planted and cared for.

A tree is a plant and as such demands a certain amount of subse-

LIVING and LOVING

CRITICISM HARD TO BEAR By MRS. VIRGINIA LEE

Of course we all know our own faults. But somehow or other we can't help liking ourselves. If we do wrong we can see that we really had some excuse even if we cannot make others see it. And then we know nice things about ourselves that no one else knows too, beautiful thoughts and high resolves that we never get a chance to tell a waiting world.

It's very fortunate that it is so, as we have to live with ourselves all our lives, and we would have a hard time if we did not like ourselves. We sometimes get a "slant" on ourselves, however—"see ourselves as others see us," and it gives us quite a jolt. Fred, whose letter follows, has just received such a shock and is quite discouraged.

"Dear Mrs. Lee: Did you ever think that you had plenty of friends, that you were well liked, and on the whole were a pretty good fellow, and then learn—unintentionally, of course—that people really do not think much of you after all? That you are more or less of a ham and a dumbbell. You may have thought so yourself, way down in your consciousness, but hoped you had successfully hidden it and you'd tried to treat people right and be a good sport. Then you find that you are considered worse than you ever dreamed you could be. That is what has happened to me. I acknowledge I am not perfect, but some of the criticism I overheard was so unjust that I feel there is no excuse for me longer to cumber the earth. I'd like to break away from everything and go away where I'm not known and start all over again. Did such an experience ever happen to you, Mrs. Lee, and what did you do?"

"FRED."

You are realizing that there is some truth in the old saying that "listeners—no matter how innocent—never hear any good of themselves," aren't you Fred? That is not always true, however, as sometimes people hear most encouraging things about themselves in the same way. Everyone has had your experience at some time, my dear boy. It's the sense of injustice that hurts the most, isn't it? And he feeling that your friends were disloyal. Where you expected understanding they have put a wrong construction on your words or actions. The best way to meet the situation is to stand pat. If part of the criticism is just, resolve to take it to heart and improve. Forget the rest as much as possible. Take it all in all there is a surprising amount of true friendship and understanding love in this busy world as you will find out.

quent care, food and water. Trees planted and then left to shift for themselves may live, but they will never be attractive or thrifty.

An Arbor Day handbook for New Jersey, which contains helpful advice on many phases of tree plant-

ing may be obtained by those planning to participate in Arbor Day planting by writing the State Forester, Department of Conservation and Development, State Office Building, Trenton.

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THE First National Bank OF PLEASANTVILLE, N. J.

A Morning Meditation by O. Lawrence Hawthorne

What may I ask of the glad New Year,
Whose golden dawning paints the eastern sky?
What may I hope to accomplish here
As days and seasons move so swiftly by?
What shall I promise myself to do
Before this priceless year is through?

Help me to live in a manly way,
And earn the comradeship of loyal friends.
Let me know laughter and wholesome play—
The joys on which all happiness depends.
Give me the courage and faith to see
That God will bless each day for me.

Strengthen my arms with a purpose true,
Yet keep me humble, honest and sincere.
Give me a strenuous task to do
And urge me on with never-failing cheer.
Then let me rest in the evening sun
And hear the Master say, "Well done!"

Stop and Consider

that every 90 seconds, even as you read this, someone's house burns. Some day it may be yours.

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