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THURSDAY, JULY 14 1910.

THE EASTERN SHORE TRADE.

The Baltimore American of Wednesday says: "Senator Goslin of Caroline County, has expressed the opinion that the foremost cause of the loss of Eastern Shore trade by Baltimore is to be found in the fact that Baltimore does not go after the trade of the section as energetically as does Philadelphia. He estimates that Philadelphia and New York send three drummers to the region between the bays to every one that Baltimore sends. It is more than likely that this is a correct diagnosis. Even though the Public service Commission, which is about to investigate the matter, should find that there has been unfair discrimination against Baltimore in freight rates, the righting of this unfairness will not result in any great reversal of the trade flow unless there is well-directed enterprise on the part of those who are seeking the trade."

HOPE FOR THE EASTERN SHORE.

There is hope that after years of fighting by publication and personal protest, says the Baltimore Evening Sun, that the Pennsylvania Railroad may be compelled by the Public Service Commission to readjust rates and schedules and make physical connections of road under its management to bring the Eastern Shore into closer touch with Baltimore and put this city on an equal busis of competition with Philadelphia.

Chairman H. M. Thompson, of the traffic bureau of the Merchonts and Manufacturers' Association, declares that the Public Service Commission has full power to compel railroads within the State to better their service in any respect, after investigation.

"For the first time since the fight began," he said, "we are in a position to force the Pennsylvania Railroad to do those things which it ought to do as a matter of good business policy. We have been waiting all these years for just such a compelling power as the Puhlic Service Commission, and we delayed our complaint to that body only long enough to give them time to organize and moved into quarters in good shape. We now have a right to believe that the Public Service Commission will afford us relief."

As the first formal document filed in the agitation, the complaint is interesting. It reads in full:

"The Merchants and Manufacturers' Association has been endeavoring for the past three years to bring about a condition of schedules whereby people on the Eastern Shore may be enabled to spend more time in Baltimore in a single day. That is, we believe that by an improvement of the schedules of the railroads and boat lines controlled by the Pennsylvania Railroad Company, passengers may arrive in Baltimore earlier and depart later than at present. It seems to be an impossibility for people in this close territory to be able to return the same day to their homes and have sufficient time to transact any business, While at the same time it is possible for people living as far south as Crisfield, Md., to leave in the morning for Philadelphia, have sufficient time for business there and return the same day.

We are advised that better connections can be made with the north and south lines of this railroad company with their east and west lines, the Maryland, Delaware and Virginia Railway Company, so as to land passengers in Love Point at an earlier hour and afford a greater length of time in Baltimore. We, therefore, ask your honorable commission to investigate the present schedules and to learn wherein they can be improved so as to serve this purpose. If it is desired that this association secure dada or assist you in any way we will be very glad to do so. To this end we would be pleased to have you inform us at once so that we may have the matter started.

There is no more important matter in the upbuilding of our trade in the nearby territory—in fact even in retaining it—than to enable the people to come to Baltimore, have sufficient time for the transaction of business and to be able to return to their homes on the same day.

Taking the main line from such points as Crisfield, Salisbury and Pocomoke City at the extreme south as example, up to Massey's Station, the condition is most favorable for tempting trade to Wilmington and Philadelphia, because of the continuous service and the resulting five or six hours in Philadelphia, as against two hours or two and a half in Baltimore, that can be spent in attending to business. The people in the southern part of the Eastern Shore can leave on an early train for Philadelphia, arriving at 9 o'clock and leaving early in the afternoon, reaching home the same day.

If these same people wanted to come to Baltimore they would change cars to the Baltimore, Chesapeake and Atlantic Railroad or go away up to Massey's and come back to Centreville. In either case the connections are poor. The early morning train arrives at Centreville at 10.50 a. m., and the best connecting train leaves Centreville for Love Point at 8.30, compelling passengers to wait over until the evening train and spend the night in Baltimore. By closing the break at Centreville and running the trains earlier, the boat schedule could be adjusted to fit, and Eastern Shore traders could spend practically the whole middle of the day in Baltimore and still reach home on the same day at a reasonable hour.

The association is now looking up specific cases of the sort to prove discrimination, and all these faets will be laid before the Public Service Commission.

Orphans' Court.

Orphans' Court was in session on Tuesday with Judges Clark, Liden and Fleetwood present and the following business was transacted:

Martin L. Smith, Custodian, presented the last Will and Testament of Margaret A. Covey, deceased, and moved that the same be admitted to probate. Notices ordered for heirs-at-law to appear the 19th inst.

Oscar Clark and Mary E. Chambers, administrators, c. t. a. of Samuel R. Buckley, deceased, presented an account of sales, which was approved.

In the matter of real estate of John T. Wilson, deceased, Fred R. Owens, Trustee, presented his report of sale of the same. Order of ratification nisi granted.

The last Will and Testament of John W. Dennison, deceased, was admitted to probate.

Charles B. Harrison, Custodian, presented the last Will and Testament of Cornelius Abraham, deceased, and moved that the same be admitted to probate. Notice ordered to heirs-atlaw.

William J. Rickards was appointed administrator of William A. Morgan, deceased. Bond filed and approved. Notice to creditors ordered. Clinton Cook and Arlington T. Porter were appointed to appraise personal property.

Court adjourned to July 19, 1910.

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Notice of Scholarships.

Examination for scholarships to St John's College, Annapolis, and Western Maryland College, Westminster, will be held at the office of the School Board at Denton, **Saturday, July 30,** beginning at 9.00 a. m. The examination will be based on work required for entrance to the freshman class of either institution, which may be seen by referring to their catalogues.

Candidates should write a letter to the School Board indicating their age and school last attended, and enclosing a letter from their last teacher as to their school standing.

A scholarship to each of the Normal Schools at Baltim ore and Frostburg is open to those desiring a Normal School training. By order,

E. M. NOBLE,
Secretary.

Order Nisi.

John W. Greenlee,
vs.
William F. Wilson et al.

In the Orphans' Court of Caroline County. In Equity.

Ordered this 12th day of July, 1910, that the sale of the property mentioned in these proceedings, made and reported by Fred R. Owens, Trustee, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 19th day of September next, provided a copy of this Order be inserted in some newspaper, printed and published in Caroline County, once in each of three successive weeks before the 8th day of August, 1910.

J. OLAN CLARK,
E. W. LIDEN,
I. T. FLEETWOOD.
Judges.

True copy—Test:—
ROBERT J. JUMP,
Register of Wills for Caroline County.

NOTICE TO TAXPAYERS

NOTICE is hereby given that the levy has been made for the year 1910 as follows:

State Tax 16 cents on the $100:

County Tax $1.36 on the $100,

And all taxes are due and payable Sept. 1st.

On all taxes paid during the month of September 5 per cent. discount will be allowed; in October 4 per cent.; in November 3 per cent. On and after January 1st, 1911, interest will be charged on all taxes due, from September 1st until paid.

JOSEPH H. CARROLL,
Treasurer of Caroline County.

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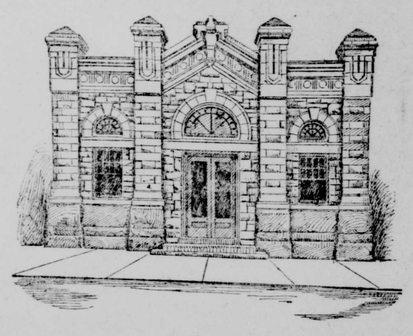

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WILLIAM H. NUTTLE, Teller — SHERMAN E. HIGNUTT, Bookkeeper

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