American Union

FRIDAY, OCTOBER 8, 1920

HERE AND THERE.

If you want to sell your wheat or rye see L. B. Towers & Bro. 7-23.

Mrs. Tom Clark and Mrs. M. Bates Stephehs will be hostesses to the Community Club at the home of the latter on Friday p. m. Oct. 15.

Mouments, tombstones and enclosures. SHORT & Co. Denton, Md. 1-30

C. Leslie Walls has purchased from his partner, H. Earle Smith, his interest in the hardware business which they have conducted here for more than twenty years.

L. B. Towers & Bro.. have a large lot of both white and yellow corn for sale in large or small quanities.

Dr. and Mrs. M. Bates Stephens, Miss Mary Fisher, Mrs. T. Pliny Fisher and Mrs. Davis attended the W. C. T. U. Convention at Ocean City, the past week.

L. B. Towers & Bro., have just received a large consignment of Pacific Coast Red Cedar Shingles, which they will sell at reasonableprices.

The regular monthly meeting of the W. C. T. U. will be held Monday next at 2.30 o'clock in the afternoon at the home of Mrs. DeFord. A full attendrnce is most earnestly requested.

HELP WANTED—Man or woman, boy or girl to set type and advs and feed presses. Light pleasant shop, wages every Saturday. Apply to the American Union Office.

The difference between Harding and Cox is the difference between a statesman and a demagogue, between a conservative and a radical, between an American and an internationalist, between a man and a boor.

SALESMAN WANTED.

Wanted—A high class salesman between the age of 25 and 40 years, to handle one of the best known office specialties in the country; on drawing account and commission basis; traveling expenses will be paid. Territory includes the following counties: Caroline, Dorchester, Kent, Queen Anne, Somerset, Talbot, Wicomico, Worcester, Maryland, and Kent and Sussex of Delaware. Interview will gladly be extended to any applicants by first writing to A. M. Simpson, Manager, 25 West Fayette Street, Baltimore, Maryland giving selling experience, if any, references, as well as past earnings.

GLYCERINE MIXTURE FOR GAS ON STOMACH

Simple glycerine, buckthorn bark, etc., as mixed in Adler-i-ka relieves ANY CASE gas on stomach or sour stomach. It acts on both upper and lower bowel and removes all foul matter which poisoned stomach. Often CURES constipation. Prevents appendicitis. The INSTANT pleasant action of Adler-i-ka suprises both doctors and patients. One man who suffered five years from indigestion and constipation was helped by ONE dose.

LEDNUM'S PHARMACY,
Denton, Maryland.

Epworthians.

If you are in need of Topic Cards for your Epworth League Chapter send us your order. We print them at short notice.

The American Union.

WHEN PEP PETERS OUT.

My dog was dead, my note was due,
My wife had gone to mother,
Life seemed to me just one dam thing,
The last one worse than 'tother.

My car broke down, my gas gave out,
The darn thing had a cough,
I broke my arm and skinned my knee,
In trying to start her off.

My nerve was gone, my folks were sick,
I couldn't get no booze,
Luck played on me some low down tricks,
In crap games I would lose.

But all at once a chap came by,
With stuff you call GASTINE,
I bought a box for old tin Liz,
She ran just like a Queen.

My wife came back, the note was paid,
The Doctor fetched in twins,
I won at craps, I felt so good,
I had the silly grins.

Boys take this tip, I give it free,
This GASTINE stuff is fine,
It saves your temper, time and coin,
Go buy a box like mine.

SOUTHERN SALES COMPANY,
Salisbury, Maryland.

OLD AND NEW COX SLOGANS.

Washington. — The following interesting interview with Governor James M. Cox of Ohio was published in the hotel column of the Washington Post four years ago—viz, on July 29, 1916:

"Ohio is not the only state where the people are shouting the praises of the President for having preserved peace in the United States. Our honor has remained unsullied. The slogan 'He Kept Us Out of War' will be the most effective argument the Democrats can use in the campaign. Americanism has been pre-empted by the President, and every other problem of national import has been met squarely and satisfactorily."

This tends to show the caliber of Governor Cox. With him it is anything to win, any sort of a catch phrase, slogan or anything to deceive or fool the people.

STEAM BACK IN SINGLE HARNESS

Exigencies of War Marked Passing of Compound Locomotive.

COMES ALONG THE BOOSTER

Cowcatchers Vanish as Arc Lights Show the Way—New Idea From Lima, O., Is Being Tried Out on One of the Big American Railroads—Compounds Go to Scrap Heap, as Costing More for Repairs Than They Could Save in Coal.

Changes more important in the motive power of steam railroads have taken place since the world war began than in the half century which preceded it. True, the vital organs of the iron horse remain precisely as they were when George Stephenson first gave him to a world astounded.

The full blast of the exhaust steam used to draw vast quantities of oxygen through the firebox to make the fuel blaze with almost explosive fury, and which idea alone made the steam locomotive possible; the horizontal boiler with its enormous heating surface and low center of gravity, the furnace submerged in water and twin cylinders are all practically as the "Father of Railways" left them, and so far as any present-day engineer can foresee will so remain until the last steam engine shall have rolled the rails.

Perhaps the change which first attracts the attention of casual travelers is the outside valve gear, now practically universal. It gives a sharper, cleaner cut-off to the steam following the pistons than the Stephenson link motion in its original form, and it reverses the engine just as readily, but another great gain is that it leaves the space between the frames free for increased size of boiler and firebox, with consequent gain in steaming capacity. The swinging rods and oscillating links, being in plain sight outside of the wheels and driving rods, gave the popular name of "grasshoppers" to the engines when they were new and "monkey motion" to the gear itself.

Freed From Double Thrall.

Of far greater importance from an engineering standpoint is the practical abandonment of the compound locomotives, which ten years ago were hailed as the crowning triumph of nearly a century of locomotive building. Now they have all gone to the scrap heap, as costing more for repairs and delays in traffic than they could possibly save in coal. As a veteran railroad executive put it the other day, "they were in the back of the shop all the time."

All that are left of these engines that it was thought would work almost revolutionary changes in railroad travel are a few of the heaviest type and they are in the freight service exclusively. This change does not strike the lay observer so forcibly, as the compounds were not startlingly different in appearance from the straight or single expansion engines, although their music on the road was of a very different quality. They started off with only half the number of puffs of the older machines, and without the artillery detonations which mark the starting of a heavy train, and when the compound mounted into full cry across the open country the note was soft and purring, far different from the deep organlike diapason of the others.

Evolution of the Compound.

After many experiments on both sides of the ocean, the locomotive "Marchioness of Stafford," built for the London & Northwestern railway of England, was hailed as the successful inauguration of the new type of engine in which steam was bound in double fetters, the principle being that the steam, after being used in one set of engines to turn the rear driving wheels, was discharged into another engine where its remaining energy was expended in turning the forward drivers, after which it was discharged in the atmosphere through the smokestack as in all other railroad engines from the "Rocket" to the present day. The "Marchioness" was followed by the "Queen-Empress," built for the same road, and exhibited at the Chicago world's fair, at the head of a complete and luxurious train in charge of a uniformed crew all ready to take the road at an hour's notice.

Compound locomotives during the following years were built in great numbers and with many differences in design and arrangement of working parts, some with four and some with three cylinders, and after the Chicago fair some American railroads exchanged a few of their finest engines with similar types with British roads, and they were subjected to severe competitive tryouts in both countries, but the result was not such as to lead to continuing the practice.

American engineers can be found who admit that the English engines are the best in the world, for inasmuch as a stout wicker basket will outlast a rigid packing case of like original strength in its life of travel, so the American locomotive, with its greater flexibility of frame, and joints, more readily adapts itself to the unforeseen strains and shocks of more or less crudely-built railroads laid in new or sparsely-settled regions.

War Brings Changes.

Then came the war with all its terrible emergencies, and these rang the knell of the compound engine in American passenger service, for while the troop ships were waiting only on the turn of the tide, it behooved every engine in the country to be quick as possible on the getaway and to be able to utilize instantly the full measure of steam which it was capable of generating to the greatest possible advantage, irrespective of coal cost or any other consideration.

Yet even at sea the compound engines are being retired, though much less rapidly, for in sea service bunker capacity alone fixes the duration as well as the profit of many a trading voyage, and fuel economy of space and weight is therefore a paramount consideration, while the price charged a hungry stranger seeking coal in a far-off tropic port where no one else ever calls for the commodity would make the merriest profiteer of these northern latitudes blush for very shame.

Triple expansion marine engines are still the rule, and few quadruple expansion engines are being built, while the whole family of compounds is bending before the steam turbine, the electrically-driven ship (as in the latest United States battleships) and motor ships propelled by the internal combustion of oil in their engines without the intervention of steam at all.

Only a few weeks ago a traveler passing seaward from the city down the bay noted that of the five best-known vessels passed on the way, not one was driven by reciprocating steam engines.

Turbine Locomotives Yet to Come.

Turbine locomotives have not yet got beyond the working model stage, and even as such are little more than scientific toys, but none the less the turbine has already found an important place on many of the foremost railroads in generating high voltage current for the new electric headlights. This may have been the means of saving the headlight itself, for with the constant progress in abolishing grade crossings and other betterments of the right of way, the tendency of the late years had been to reduce the light carried on the front of the trains, some engine drivers maintaining that if a big white church were to stray upon the tracks they might see it in time to stop with the oil-burning lamps. The big lights, they held, caused confusion at grade crossings by their startling rays, and the headlights of the old days were rapidly degenerating into mere signal lights corresponding to the tail lamps of the train.

The cowcatcher, once an imposing triangle of heavy timber which carried the big wing-shaped snowplows in winter, has all but disappeared in modern practice, there being seldom anything more than a slightly-curved wrought-iron framework looking for all the world like a loosely-built picket fence inverted, and but a short step from the downward-pointing knives which mark the front of a European engine. But it is not at all in the way when it comes to pushing, or drawing a train backward, and engine drivers themselves now refer to it simply as the "pilot."

Rear End Helps the Middle.

Atoning in a measure for the losses a new contrivance is now being quietly tested on the New York Central with great promise of success. The idea comes from Lima, O., which has become one of the three big locomotive building centers of the country. It is called the "booster." With the advent of the latter day giant engines, classed variously as the "Atlantic," "Pacific" and the "Mikado" types, the great weight on the drivers put an almost crushing strain upon the rails, and to relieve this trailer wheels were attached to the rear of the engines.

Trailers hung as a dead weight on the locomotive, but with the "booster" are so no longer. It consists of a double engine, connected directly with the trailer wheels. When the throttle is opened these engines take steam as do the main engines and the trailers do their full share in starting the mammoth machine, but just as soon as yard limits are left behind and the engineer lifts his lever up out of the corner of his cab to its normal position for running on the open road, the "booster" engines are automatically disconnected and remain quiescent until the train again comes to a standstill, when they re-engage with the trailers and again do their full share of the work of getting up speed, thus giving the fastest high-wheel locomotive the advantage before possessed only by engines with small drivers of making a quick start.

Superheaters are another innovation which have apparently come to stay. This is a system of heating the steam with gas otherwise wasted on its way from the boiler to the engine, to which the superheater delivers it, often at more than boiler pressure as well as bone dry.

All these engine changes make for greater efficiency and carrying capacity, but they have nothing whatever to do with speed.

Speed seems to figure little in the calculations of railroad managers, especially since the almost weekly track jumping contests between famous 16-hour flyers between New York and Chicago in the palmy days before the war, which, while they killed or injured few passengers, owing to the trains being of steel throughout, did not raise rapid locomotion in the favor of the traveling public, and it may safely be said that where train schedules have been changed at all in the meantime, they have been slowed down rather than speeded up.

Nowadays when the president of the road has to get somewhere in a great hurry the general superintendent will advise him to hire an airplane.

Polygamy in the Philippines among the non-Christian tribes is being combated by the education of the girls. Yet the conservative among the tribes are probably denouncing the feminine education as tending to take the future mothers of the tribes from their normal destiny and filling their heads with unwomanly ambitions. That has been the history of all movements in the progress of women and not among non-Christian savages exclusively.

The man who tried to shoot Niagara Falls in a barrel perished in the foolhardy attempt. The lesson of his failure is that it is far better to live in honest and honorable security than to gain fame by an act suicidal in its nature and with no results whatever for the greater good or information of humanity.

AMERICAN GIRL BATTLES TURKS

Fights Hordes of Fanatics in City of Aintab.

TALE OF HEROISM AND GRIT

Organizes 10,000 Native Christians So Effectively That for Three Weeks They Fight Off Attacks of Hatred-Maddened Turkish Nationalists—Story Ranks With Those Told in Distinguished Service Citations.

How an American woman organized ten thousand native Christians in the Syrian city of Aintab so effectively that under her direction and with only the nominal support of the French garrison, they fought off for more than three weeks the constant attacks of fanatical, hatred-maddened Turkish Nationalists, is a story of Yankee military achievement told for the first time in this country upon the return recently to the United States of Miss Elizabeth Kelly, a Near East Relief worker from Cleveland, Ohio.

In its accounts of strategy and heroism, including such details as the use of homemade guns, ancient cannon balls, and spears inherited from fourteenth century crusaders, the tale is one that ranks with those told in distinguished service citations of members of the American forces in France.

The tensity of the situation about Aintab was relieved last March by the addition of four thousand men to



Miss Elizabeth Kelly.

the garrison of fifteen hundred then holding the city. But the arrival of the new body of French troops hastened the climax that the Near East Relief workers had been fearing for months.

Hastily Plan Defense.

Three days after they reached the city, orders were received not only for their departure but also for the withdrawal of a large fraction of the original garrison. The evacuation was set for the next day. Arrangements for defense, long planned, were hastily made. The arsenal of the Christians contained but 16 rifles.

The last of the departing French column had not disappeared when two rifle shots called the Moslems into action. The small force of less than a hundred men furnished from among the remaining French garrison of the outskirts of the town was powerless.

So well had Miss Kelly perfected her organization, however, that the Turks were unable to break through into the Christian district.

The Turks are accused by Miss Kelly with treachery and the deliberate firing upon women and children during the siege that followed the outbreak.

"In all the three weeks that the siege lasted they fought valiantly. But not once did they fire on a Turkish woman or child.

Improvise Weapons.

"As the siege continued we began to improvise weapons. Old cannon balls that had been lying around the city as relics of the old days when Armenia was a powerful nation were available as ammunition. From mangle irons used in washing clothes several camouflaged cannons were made. Grenades, bombs and other ammunition were made in one of the churches, temporarily used as an arsenal.

"The natives carried out the organization program to the slightest detail.

"No one will ever know what we went through. The anxiety and uncertainty was awful. We were not afraid because we did not give ourselves the time to think what might happen to us. I had a loaded revolver with me constantly. There were five shots in it and I was bound that if it became necessary that I would get four Turks first and save the last shot for myself. No Turk would ever have taken me alive."

In a few more weeks eggs may drop from the class of museum exhibits and become an article of food.

On the principle that one good turn deserves another, this "do a good turn" period may become perpetual.

A further rise in sugar price is talked of. It was not generally known that the last one had stopped rising.

BANK NOTICES.

THE DENTON NATIONAL BANK, Denton, Md., Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legal holiday. All paper payable here and maturing on that day may be paid on the day following.

W. I. NORRIS, Cashier.

THE PEOPLES BANK, Denton, Md., Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legal holiday. All paper payable here and maturing on that day may be paid on the day following.

T. F. JOHNSON, Cashier.

CAROLINE COUNTY BANK, Greensboro, Md., Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legal holiday. All paper payable here and maturing on that day may be paid on the day following.

T. CLAYTON HORSEY, Cashier.

THE FARMERS AND MERCHANTS STATE BANK, Denton, Md., Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legal holiday. All paper payable here and maturing on that day may be paid on the day following.

SHERMAN E. HIGNUTT, Cashier.

THE GOLDSBORO BANK, Goldsboro, Md., Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legl holiday. All paper payable here and maturing on that day may be paid on the day following

ROBERT JARRELL, JR., Cashier.

THE PROVIDENT STATE BANK, Preston, Md. Oct. 8, 1920.

This bank will be closed on Tuesday, October 12th, 1920, Columbus Day, it being a legal holiday. All paper payable here and maturing on that day may be paid on the day following.

J. A. TRAZARE, Cashier.

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Medicine.

Hall's Catarrh Medicine has been taken by catarrh sufferers for the past thirty-five years, and has become known as the most reliable remedy for Catarrh. Hall's Catarrh Medicine acts thru the Blood on the Mucous surfaces, expelling the Poison from the Blood and healing the diseased portions.

After you have taken Hall's Catarrh Medicine for a short time you will see a great improvement in your general health. Start taking Hall's Catarrh Medicine at once and get rid of catarrh. Send for testimonials, free.

F. J. CHENEY & CO., Toledo, Ohio.
Sold by all Druggists, 75c.

T. PLINY FISHER, Attorney at Law.

Order Nisi.

MARY C. SMITH
vs.
WINGATE NEAL, et al

In the Circuit Court for Caroline county. In Equity.

Ordered, this twenty-seventh day of Sept. 1920, that the sale of the property mentioned in these proceedings made and reported by T. Pliny Fisher, Trustee be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 4th day of Dec. next.—Provided a copy of this order be inserted in some newspaper printed and published in Caroline county, once in each of four successive weeks before the 2nd day of November next.

The report states the amount of sales to be $7100.00

LAWRENCE B. TOWERS,
True copy—Test: Clerk.
LAWRENCE B. TOWERS,
Clerk.

Thousands Government Positions.

The census and railway mail clerk examinations soon, men and women wanted, write us for our Special Preparatory offer and free information.

INTER-STATE BUREAU,
907 13th street, N. W.,
8-25,tf] Washington, D. C.

DR. W. A. SMITH,

DENTIST

DENTON, MARYLAND.

Dentistry in all its branches at prices that, for workmanship and quality of material, cannot be equaled in the city or elsewhere.

Artificial Teeth.—Some want quality, others quantity We can furnish teeth at any price.

OPEN DAILY FROM 8 A. M. TO 6 PM.
Appointments by mail or telephone.
Telephone No. 82.

Dudley & Carpenter

—GENERAL—

Commission Merchants

125 Light Street

BALTIMORE, MD.
4-3,1y]

ROWLAND'S

TURKISH BATH

Equitable Building

Calvert & Fayette Sts. BALTIMORE

NEVER CLOSED

S. K. SIMPSON, Chiropodist — MASSAGE
[4-3,1y

JOHN W. CLARK

AUCTIONEER

DENTON, MD.

J. H. NICHOLS & CO.



J. H. Nichols & Co. are now ready to show you one of the strongest lines of new style

Ladies' and Misses' Coats and Suits

that was ever assembled by them. Come early and get the pick. Prices are right. We visited the leading markets, Philadelphia and New York, for our selection.

Shoes For The Whole Family

Do not overlook this important very matter. Our lines are now complete and we will be glad to show them to you..

Highest Prices For Country Produce at All Times. We Pay Cash for Eggs.

J. H. Nichols & Co.

Messages to Seekers of Success

Lazy Dollars

Dollars merely *safe* are not performing their natural function. They are not working. They are not doing the owner or the world any good.

Moreover, most hiding places thought to be safe are decidedly unsafe. Not only thieves, but fire or other unforeseen happenings may rob you of your wealth.

Saving Is Using

Dollars saved are safer! And they are constantly working to earn more for you. They are constantly working for the good of the whole community.

Consider this. We pay you for saving. And while you are saving, your money is never out of reach. It is always ready for you and easy to get when you need it.

Start with us today. One dollar will do it.



To Save Your Money and Make Your Money Safe

BANK WITH US

THE PEOPLES BANK

DENTON, MARYLAND.

T. H. NUTTLE, President. T. F. JOHNSON, Cashier.

The Difference

—between the man who has learned to save and bank his money and the man who has not learned, is the difference, ten years hence, between the man flourishing in business and the man looking for a job.

WE SOLICIT YOUR ACCOUNT

Form the Habit of Saving and Bank With The

Caroline County Bank

T. CLAYTON HORSEY, Cashier.

Greensboro Maryland

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