Messages to Seekers of Success

Your Dollar's Opportunity

Your dollar's opportunity is now, today! Set it to work for you. Give it the task of multiplying itself. In doing so it will perform its part in the world affairs.

Every man's money should be making use of this opportunity. Farmers, for instance, can not only feed the world; through businesslike handling of their farms and businesslike handling of their incomes they can help to develop the world.

Thrift Is Patriotism

Saving is a form of serving. It is one of the biggest forms of national service—service to your country. Our first president said, "Economy makes happy homes and sound nations."

The way to start right is to start right now! Saving is as much a habit as spending or putting things off. Once formed, it is easy to continue. But unlike other habits, it is a good habit.

To Save Your Money and Make Your Money Safe

BANK WITH US

THE PEOPLES BANK

DENTON, MARYLAND

J. M. NUTTLE, President. T. F. JOHNSON, Cashier.

6 Reasons why You Should Use

GROUND

OYSTER SHELL LIME

1—It is safe
2—It is sure
3—It lasts longer
4—It makes larger crops
5—It is most economical
6—It contains Ammonia and Phosphoric Acid

—and is indeed—

"THE MASTER LAND LIME"

Preferred---
Where Results and Economy Count

If your Dealer does not handle our lime, please communicate with us direct

The Oyster Shell Products Co.,

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Please bear in mind that it is impossible for any manufacturer of Agricultural Lime to stock and prepare a sufficient quantity of lime to meet the demands during the rush seasons. Order early and permit the manufacturer to ship during the slack seasons, thereby preventing disappointments.

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Fine Hay

We have added to our line of

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Nuttle Milling Co.

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Patronize our Advertisers

Foreclosure Sale

—OF—

MARYLAND, DELAWARE AND VIRGINIA RAILWAY COMPANY

By virtue of a decree entered by the United States District Court for the District of Maryland, on the 4th day of April, 1923, in a cause therein depending, wherein the Girard Trust Company, as Trustee, is Complainant, and the Maryland, Delaware and Virginia Railway Company is Respondent, the undersigned Girard Trust Company will sell at public auction at Love Point, Maryland, on the

7th Day of May,

1923, at one o'clock in the afternoon, all the railroad, steamboats and other floating equipment and all and singular the property appertenant to the operation of the same, including all rolling stock and all wharves, landings, stores, store houses, supplies, tools and implements of every character and description, the property of the said Maryland, Delaware and Virginia Railway Company, together with all its right, title and interest in and to the same and all its powers, privileges, immunities, franchises and exemptions.

The property to be sold embraces in general terms—

FIRST—A RAILWAY DIVISION:

Extending from Love Point, Maryland, easterly to Lewes, Delaware, with branches extending to Centreville and to Tidewater at Queenstown, Md. At Lewes the railroad connects with a branch of the Pennsylvania System, over which it gets access to Rehoboth beach; from Love Point, the Western Terminus of the railroad a ferry service for freight and passengers is maintained to Baltimore, where docking privileges are secured by virtue of leasehold rights at Piers 7 and 8 Light Street.

LENGTH OF RAILROAD: (Standard Guage)

	Miles
Main Line (including branches)	77.43
Sidings	9.38
Total	86.81
Laid with 60 lb rails	24.14 miles
Laid with 56 lb. rails	62.67 miles

SECOND: A STEAMBOAT DIVISION.

Embracing the steamboats and vessels hereinafter named. These steamboats are especially adapted to freight and passenger service on the Chesapeake Bay and the waters tributary thereto. The following services by steamboats are maintained:

1. The Chester River Route operating between Baltimore, Chestertown and points on the Chester River, including Rock Hall.
2. Patuxent River Route, operating between Baltimore and points on the Patuxent River, including points on the Chesapeake Bay West shore.
3. Potomac River Route operating between Baltimore, Alexandria, Virginia and Washington, D. C., and points in Maryland and Virginia on rivers and estuaries tributary to the Potomac River.
4. Rappahannock River Route, operating between Baltimore and Fredericksburg, Virginia, and points on the Rappahannock River and estuaries tributary to the same.
5. Rappahannock River-Norfolk Route, operating between Norfolk, Virginia, and points on the Rappahannock River and estuaries of the same.

These river routes have upwards of 100 landings, a limited number of which are owned by the Railway Company, but the majority of which are under lease providing for their use by the steamboats and vessels of the Railway Company.

The Railway Company has in the City of Baltimore, Md., in addition to the piers used in connection with its ferry service lease-hold rights in the following piers on Light Street in the said City:

Piers Two, Three and Nine, used in connection with the service of its Steamboat Division.

The property sold will be first offered as an entirety as a going concern, and afterwards in three parcels, as hereinafter mentioned and described:

As an entirety the property to be sold will embrace all the railroad and lines of railroad, tracks, sidings and turnouts of every sort and kind, now owned by the Maryland, Delaware and Virginia Railway Company, and commencing upon a pier situate and being at or near Love Point in Queen Anne's County in the State of Maryland as its Western Terminus, and running thence Easterly to a point at or near the town of Lewes in the State of Delaware, together with a branch or spur running from Queenstown Junction, a point on the said railroad to Centreville in Queen Anne's County aforesaid, and a branch or spur running from said Queenstown Junction to and upon a pier in the harbor of Queenstown in said County, and all the branches or connections extending from said railroad, and all locomotives, cars, rolling stock, (namely, nine locomotives, eighteen passenger coaches, four baggage, mail and express coaches, twenty-five box cars, seven flat cars, two cabin cars and three M. W. & S. cars),—roadway, rights of way, tracks, rails, ties, road-bed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turntables, water-tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses, gravel pits and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed belonging, appertenent to or used or designed for use in connection with the said railroad and branches.

And also all its steamboats, floating equipment, steamboat lines, docks wharves, piers and terminal property belonging to the said Railway Company situate in the States of Maryland and Virginia or elsewhere, including particularly the steamboats or vessels named Westmoreland, Northumberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Lancaster and B. S. Ford, all enrolled in the Custom House at Baltimore, Md., and also Scows Nos. 10 and 11 TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the same.

ALSO all leasehold rights of the said Maryland, Delaware and Virginia Railway Company in the following piers located on Light Street in the City of Baltimore:

Piers Numbers Two, Three, Seven, Eight and Nine, and all leasehold rights in all and singular the wharves, piers, wharf rights and boat landings located upon the various River Routes now operated by the said Railway Company and known as the Chester River Route, Patuxent River Route, Potomac River Route, not owned by the said Railways Company but under lease to it by virtue of written and verbal leases and arrangements made with the respective owners.

AND all right, title and interest of the said Railway Company in the following corporations:

Maryland & Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of its Common Capital Stock out of a total of 1112 shares, each of the par value of $10.00 per share.

The Chesapake Wharf Company, as represented by the ownership of 63 share of its common capital stock of of a total of 84½ shares each of the par value of $100.000 per share.

The Governors Run Wharf Company, represented by the ownership of 63 shares of its common capital stock out of a total of 84½ shares each of the par value of $100.00 per share.

The Governors Run Wharf Company, represented by the ownership of 10 shares of its Common Capital Stock out of a total of 50 shares, each of the par value of $100.00.

The Dares Wharf Company, as representated by the ownership of 106 shares of its common capital stock out of a total of 152 shares each of the par value of $25.00.

TOGETHER, with all and singular the corporate rights, powers, privileges, immunities, franchises and exemptions of the said Maryland. Delaware and Virginia Railway Company which are now owned either in its own right or as successor of purchase of the Queen Anne's Railway Company.

The highest bid received for said property offered as an entirety as a going concern will be reserved; immediately thereafter the property will be offered in three parcels, as follows:

PARCEL NO. 1 will embrace:

ALL the railroad and lines of railroad, tracks, sidings and turnouts of every sort owned by the Maryland, Delaware and Virginia Railway Company, and all locomotives, cars, rolling stock, namely, 9 locomotives, 18 passenger coaches, 4 baggage, mail and express coaches, 25 box cars, 7 flat cars, 2 cabin cars, 3 M. W. & S. cars, roadway, rights of way, track, rails, ties, road-bed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turn tables, water tanks, machine shops; tools and implements of all kinds whatsoever, offices, depot grounds, engine houses and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed, belonging, appertaining to or used or designed for use in connection with the said railroad and branches; Also the steamboat or vessel named Westmoreland enrolled in the Custom House at Baltimore, Maryland, and all rights of the said Maryland, Delaware & Virginia Railway Company to operate the same between Love Point and the City of Baltimore in said State of Maryland, including the right to land at Pier 9 Light Street in the City of Baltimore under the privilege now enjoyed by the Maryland, Delaware and Virginia Railway Company from the Baltimore, Chesapeake & Atlantic Railway Company.

TOGETHER with all and singular the property rights, powers, privileges, immunities, franchises and exemptions of said Maryland, Delaware & Virginia Railway Company in and to the above mentioned and described railroad rolling stock, steamboat Westmoreland and other property, which it now owns either in its own right, or as successor or purchaser of the Queen Anne's Railroad Company, including all right, title and interest of the said Maryland, Delaware and Virginia Railway Company in and to the Maryland and Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of common capital stock out of a total of 1112 shares, each of the par value of $10.00 per share.

PARCEL NO. 2.

Will embrace the following steamboats or vessels, all enrolled in the Custom House, Baltimore, Maryland, and floating equipment, property, property rights, franchises and privileges: Steamers Northumberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Scow No. 10, Scow No. 11.

TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the said steamboats and vessels, and all lands, docks, piers, wharves, terminal property, wharf rights, landings, privileges, stores, and materials at their several locations situate on the Chesapeake Bay and along the Rappahannock River and the Potomac River, and tributaries to the same in the State of Maryland and Virginia, on what are hereinabove mentioned as the Rappahannock River Route; the Potomac River route and the Rappahannock River-Norfolk Route, whether owned by the said Railway Company or used by it under written or verbal understanding with the owners of the same; and also all the leasehold right, title and interest of the said Maryland, Delaware and Virginia Railway Company in and to the following docks, wharves, or landings at the City of Baltimore, Maryland:

Pier 2 Light treet; Pier 7 Light Street; Pier 8 Light Street and Pier 3 Light Street, and all its right, title and interest to land at and use of the Brooke Avenue Pier or Wharf at Norfolk, Virginia now enjoyed by the said Railway Company from the N. Y. P. & N. Railway Company.

PARCEL NO. 3:

Will embrace the following steamboats or vessels, property, property rights, franchises and privileges:

Steamboats Lancaster, B. S. Ford, enrolled in the Custom House, Baltimore, Md.

TOGETHER with all the apparel, tackle. and furniture belonging or appertaining to the same and all lands, docks, piers, terminal property wharves, wharf rights, landings, privileges, stores and materials now owned by the Maryland, Delaware and Virginia Railway Company severally located on the Chester River and Patuxent River Routes, hereinbefore mentioned and all rights and privileges which the said Railway Company has in and to the same by written or verbal leases and understandings including as well all the estate, right, title and interest which the said Maryland, Delaware and Virginia Railway Company has in the following wharf companies:

The Chesapeake Wharf Company, represented by ownership of 68 shares of common capitol stock out of a total of 84½ shares, eac hof the par value of $100.00.

Governor's Run Wharf Company represented by ownership of 10 shares of Common Capitol stock out of a total of 50 shares, each of the par value of $100.00.

Dares Wharf Company, represented by ownership of 106 shares of common capital stock out of a total of 152 shares, each of the par value of $25.00.

If the bids received for the three parcels in the aggregate shall be greater than the bid received and reserved for the property as an entirety and as a going concern, such bids will be accepted; otherwise the bid made for the property as an entirety and as a going concern will be accepted.

For a full and more particular description of the property to be sold see the terms of the Decree of the United States District Court, a printed copy of which may be had upon application to the Girard Trust Company, Broad & Chestnut Streets, Philadelphia, Pa., or to the offices of the Maryland, Delaware & Virginia Railway Company, Pier 1 Pratt Street, Baltimore.

TERMS OF SALE: Ten per cent in cash or certified check must accompany each bid and be paid to the Girard Trust Company upon acceptance by it of the bid or bids, the balance to be paid in cash or in the First Mortgage Five Per Cent. Gold Bonds of the Railway Company, upon confirmation of the sale as provided by the Decree.

GIRARD TRUST COMPANY,
Broad & Chestnut Streets.
Philadelphia, Pa.

T. FRANK SEWARD,
Auctioneer.

JOHN HAMPTON BARNES,
SHIRLEY CARTER,
Solicitors for Girard Trust Company. 12-4t

Statement of the Ownership, Management, Circulation, etc., Required by the Act of Congress of August 24, 1912,

of The American Union published weekly at Denton, Md., for April 1, 1923.

State of Maryland, ss.:
County of Caroline

Before me, a Notary Public in and for the State and county aforesaid, personally appeared G. H. Rue, who, having been duly sworn according to law, deposes and says that he is the Editor and Publisher of The American Union and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of Congress of August 24, 1912, embodied in section 443, Postal Laws and Regulations, to wit:

1. That the name and address of the publisher and editor is:
G. H. Rue, Denton, Md.
2. That the owner is: G. H. Rue, Denton, Md.
3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are:
Mergenthaler Linotype Co., Brooklyn, N. Y.
4. That the two paragraphs next above, giving the names of the owners, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting is given; also that the said two paragraphs contain statements embracing affiant's full knowledge and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and that this affiant has no reason to believe that any other person, association, or corporation has any interest, direct or indirect in the said stock, bonds, or other securities than as stated by him.

G. H. RUE,

Sworn to and subscribed before me this 12th day of April, 1923.
EDNA B. GREEN,
Notary Public

An Appeal Suggested

The eminent lawyer came back from court in someething of a huff. There had been some words with the judge.

Upon entering his office the attorney took up his brief, rushed to the big dictionary and began a search. Finally he turned to his partner.

The latter awaited developments.

"The dictionary," stated the eminent lawyer solemnly, "disagrees with my spelling of this word."

"In that case," suggested the equally eminent colleague, "take an appeal to the encyclopedia."

Classified Advertising

Advertisements under this heading, 10 cents per line, each insertion. No advertisement less than three lines.

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