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THE PEOPLES BANK

DENTON, MARYLAND

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

'ZACKLY RIGHT

A traveling salesman, from the North, while spending a few days in Atlanta recently on business, decided he would like to try a little of the local moonshine, about which he had heard so much. With very little difficulty he secured a pint of the "white lightning" and retired to his room to sample it. One taste was enough. It was a particularly vilanous decoction. He did not care to throw it away, so he presented it to an old darky the city.

The next day he asked the old negro how he liked the liquor.

"Boss, it was 'zackly right. Yes, suh; it was jus 'zackly right."

"What do you mean by 'just exactly right'?"

"Well, suh," said the darky, "it was jus' 'zackly right, 'cause if it had 'a' been any better, you wouldn't 'a' give it to me, an' if it had 'a' been any worse, I couldn't 'a' drunk it."—Everybody's Magazine.

LAST YEAR'S HOLES IN ICE!

The prosecuting attorney for a county along the Wabash river in Indiana was endeavoring to convict a prisoner for "gigging" (spearing fish through holes in the ice).

One of the witnesses was a lank, silent Hoosier who was "agin" the government.' In fact, his farm lay along the river, and he himself was fond of fishing.

"Mr. Smith," asked the attorney, "did you see the holes inthe ice?"

"I did," Mr. Smith answered.

"Did they appear to be fresh holes?" continued the attorney.

"Well, I dunno," replied the farmer. "I couldn't just tell whether they were this year's holes or last year's."—Everybody's.

WINNERS IN THEIR CLASS

Occasionally the break "gets by," as it did in the following instance: At the opera in London somebody said to Lord North, "Who is that plain-looking lady in the box opposite?"

"That," replied North, "is my wife."

"I did not mean her," said the other hastily. "I meant the lady next to her."

"That, sir, is my daughter, and I may tell you that we are considered to be the three ugliest people in London."—Boston Transcript.

SARCASM

"Can you let me have a fiver till tomorrow, old man?"

"Better make it the day after. So many of my friends have promised to pay me tomorrow I'll be swamped with money."—New Haven Register.

WHY HE LIKES RATS

A young chaplain found a convict feeding a rat. "Ha! So you have a pet, eh?" he inquired.

"Yes, sir," replied the convict, his hoarse voice softening, and a gentle smile illuminating his hard face. "I think more of this rat than I do of any living creature!"

The chaplain laid his hand on the man's shoulder. "In every man," he said, "there is something good if you can but find it. How came you to take such a fancy to the rat?"

"It bit the Warden, sir," the convict replied.

BROTHER WAS SAFE

In spite of repeated warnings from his father, little Bobby persisted in driving nails into blocks and boards. He had arrived at the play-at-carpenter stage.

One morning dad heard the familiar pounding, and looking out he saw Bobby busily banging away —his little sister Mary down beside him, apparently looking on.

"Haven't I told you, Bobby, that you will mash your fingers if you drive nails?" the father asked.

"Yes, I know, dad, but Mary's holding the nail."—Savannah News.

WERE ALL THAT, TO HIM

She was a dear old woman, with a rosy face framed in silver hair and eyes that were all kindness.

She was being shown around the prison and endeavored, as she passed, to say a few kind words to the unfortunate prisoners.

"Remember, my good man," she chiruped to one veteran, "that stone walls do not a prison make, nor iron bars a cage."

"Well," said the old sinner, "they've got me hypnotized, then—that's all, ma'am."—Pittsburg Chronicle-Telegraph.

REJECTED MANUSCRIPTS

Navayuga, a weekly journal devoted to national anl international problems, published at Guntur, India, occasionally inclines itself to a courteous Chinese editor the following rejection form:

"We have read your manuscript with infinite delight. Never before have we reveled in such a masterpiece. If we printed it the authorities would ordain us to take it for a model, and henceforth never print anything inferior to it . As it would be impossible to find its equal within 10,000 years, we are compelled, though shaken with sorrow, to return your divine manuscript, and for so doing we beg 1,000,000 pardons!"—The Living Age.

crashed belt. A bandana may be used for the belt, or a scarf of Paisley.

Capes and cape-coats are popular among the new spring displays and will probably be as stylish this coming season as they were last spring.

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 railread, 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,
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