Maryland & Delaware Coast Railroad Company Time Table

SCHEDULE OF PASSENGER TRAINS

Effective 12.01 A. M. June 27, 1925

EASTBOUND (Read Down)					WESTBOUND (Read Up)		
Sunday Only	Daily except Sunday		STATIONS		Daily except Sunday		Sunday Only
111	103	109			106	110	112
A. M.	A. M.	P. M.			A. M.	P. M.	P.M.
7.30	6.45	4.00Lv.	Baltimore	Ar.	12.25	10.00	10.15
10.53	10.20	7.24Ar.	Denton Br. Jct.	Lv.	8.41	6.32	6.37
10.58	10.30	7.30Lv.	Denton Br. Jct.	Ar.	8.25	6.15	6.25
f11.02	f10.33	f7.33 "	Hillsboro	"	f8.22	f6.12	f6.22
f11.08	f10.39	f7.39 "	Downs	"	f8.16	f6.06	f6.16
f11.13	f10.44	f7.44 "	Tuckahoe	"	f8.11	f6.01	f6.11
11.23	10.53	7.53 "	Denton	"	8.01	5.51	6.01
11.28	11.00	8.00 "	Hobbs	"	7.52	5.42	5.52
11.36	11.08	8.08 "	Hickman	"	7.44	5.34	5.44
f11.45	f11.16	f8.16 "	Blanchard	"	f7.35	f5.25	f5.35
11.53	11.24	8.24 "	Greenwood	"	7.27	5.17	5.27
f12.02	f11.32	f8.32 "	Owens	"	f7.18	f5.08	f5.18
f12.07	f11.37	f8.37 "	Oakiey	"	f7.13	f5.03	f5.13
12.16	11.45	8.45 "	Ellendale	"	7.04	4.54	5.04
12.30	11.59	8.59 "	Milton	"	6.50	4.40	4.50
f12.41	f12.10	f9.10 "	Overbrook	"	f6.39	f4.29	f4.39
12.50	12.20	9.20Ar.	Lewes(M&DCRY)	"	6.30	4.20	4.30
P. M.	P. M.	P. M.			A. M.	P. M.	P.M.

Trains 103, 109, 111, 106, 110, and 112 will handle passengers in connection with Baltimore and Eastern Railroad, Denton Branch Junction to Baltimore, Md., inclusive.

F.—Stops on signal to receive or discharge passengers.

Sallie's Temptations

by Gladys Baker

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SALLIE LEARNS OF AN ENGAGEMENT

I took an hour from my work during the week to fill my regular engagement at the beauty-shop—my one concession to my former life. On the afternoon of a day that had been very hard, I asked Collette for a facial pack. It always refreshes me, the sweetscented cream, the hot towels, the massage and the pungent witch-hazel, followed by ice.

Everyone went to Collette's. Indeed is was more like a salon with its buzz of small talk. Each operator had her own little room but it was quite customary for anyone recognizing a voice to scream the latest bit of gossip from one booth to the other.

The room was unusually quiet this afternoon and I was relaxing under a towel weighted down with steam that completely enveloped my face.

Suddenly I recognized a voice. It came from the next booth.

"Oh, I say, Valerie, have you seen my ring?" It was Anne Coddington's voice.

"Your ring? What d'you mean—ring? I'm that excited. What is this anyway, an announcement party? Wait, I'll get this darn clay off and I'll be right in."

My heart stood still. What ring? What? Then all the courage, all the indifference I had built around myself in the last few months were as naught.

Could it be that Anne and Curtiss were really engaged and that I should hear it in such a place? Oh, I was grateful for it's kind folds which hid my face.

Silence for a while. The operators were oh, so quiet that they, too, might gather in the details of a story that would entertain their fasnionable clientele.

Light foot steps—Valerie going to Anne. I counted them as they fell.

"Ohhhh Anne! It's a dream! Well I don't have to guess whose it is, the way he's been rushing you about. You lucky girl. Landing the catch of the season. Dog gone!"

Anne snickered.

"He is sweet," she said.

"Sweet," so that was all she thought of him. I was sick with the thought that something was the matter with my heart. What made it feel like a stone, weighting me down, dragging me under and leaving me listless without any desire to live. I couldn't faint. If I could just keep the towels on a little longer and then, after Anne and Valerie had gone, I would go home without either of them knowing that I had heard.

But even facials come to an end. I managed to be perfectly quiet until the operator was through, then, putting on my hat, I walked hurriedly out of the booth and along the corridor to the front of the hall.

Valerie! God help her to keep her mouth shut. She didn't. It was impossible with Valerie and there seemed to be any number of people standing or sitting about.

"Hello, Sallie, have you heard about Anne?" she asked.

"Why, no," I summoned as much interest as possible in my voice.

They stared at me without pity, gleefully eager for some sign that might add zest to their story when they told it outside.

"She's gonna marry Curtiss Wright. Has the most gorgeous ring—a sapphire."

That was the last straw. Because in discussing rings once I had told Curtiss that the ring of my dreams was a single square sapphire with dancing light.

"Come on back, Sallie, and look at it. I thing Anne's still there," she tugged at my arm.

I couldn't speak. I couldn't. When one is crushed in spirit and soul, little do they think what effect their movements will have on the crowd, nor thinking, care. I did the only thing I could have done. I drew away from her and walked straight out of the door with my head in the air.

I don't know why the shock was so enormous. I had known that Anne and Curtiss were together most of the tim and hostesses had been putting them together for months.

But it's one thing to expect a thing or even dread it and another to have it actually come about. I tried to lose myself in my work but when one is twenty, there's something you want more than work to fill the empty spaces in a young girl's heart.

Things were reminding me always of love. At night time the soft, jasmine twilights would awaken strange longings in my innermost being. A strain of music would make tears of loneliness stand in my eyes. And all the time and hostesses had been putting were gloating over Anne's conquest of Curtiss Wright.

It wasn't that I wanted Curtiss if he were satisfied with the girl of his choice. My pride kept me from that. But there was nothing to prevent my love for him which I knew was eternal and could never die.

(To be Continued)

Classified Advertising

Advertisements under this heading 5 lines, three insertions, 50 cents; each additional line 10 cents. (five words to a line.)

Wants

CASH For Dental Gold, Platinum Silver, Diamonds, magneto points, false teeth, jewelry, any valu ables. Mail today. Cash by return mail. HOKE S. & R. CO., Otsego, Mich.

Wanted—Man with car to sell complete line quality Auto Tires and Tubes. Exclusive territory. Experience not necessary. Salary $300.00 per month. Milestone Rubber Company, East Liverpool, Ohio.

For Sale

FOR SALE—Some very good black Jersey Giant Cockerels $2.00 each. F D. Carpenter, Hobbs, Md.

Miscellaneous

MONEY TO LOAN on mortgages. Fred R. Owens, Attorney-at-Law, Denton, Md.

Tutt's Pills

Induce regular habit, good digestion. Relieve the dyspeptic and debilitated and tone up the system

AGAINST MALARIA

WHAT THE OLD GUIDE SEZZ.

CAL JOHNSON

Long about this time o' year a feller gets the "fishin' bug" and the best thing he can do is break away from the daily tolls of life and hit fer the tall timber and sparklin' waters of the wilderness. Outdoor recreation is what everyone needs ter keep the body in a robust and healthy condition. No recreation can surpass fishin' or skimmin' over the waters with the aid of an outboard motor.

Some people seem ter think that a feller that fishes is jist a lazy old guffer, 'cause they don't understand what regular fishin' means. Anyone that has had the thrill o' feeling a battlin' small mouth bass with a rod and reel knows what sport there is ter fishin'. The sweet singin' reel, the sensation of the strike, the feelin' of zest as ye successfully land the fish is only part of a day spent anglin'. There's a thrill ter battlin' a wary muskellonge or dashin' pike with rod and reel that the feller that fishes with a long bamboo pole, line, sinker and hook baited with live minnow, knows nothin' about—fer if he did ye would not catch him sittin' still a watchin' his float dance up and down when he gets a nibble. The real thrill ter anglin' and the part that means most fer the vacationist is the wild leaps and dashes of a game fish hooked with rod and reel. Anglin' with live bait eliminates the fightin' qualities of the fish and the real purpose of fishin' is lost—that which thrills and puts "pep" in yer system.

The fishin' trip is made more easy now days 'cause ye can attach a lightweight outboard motor on yer boat and swiftly glide ter the feedin' grounds of the game fish without blisterin' yer hands from rowin' a boat. I remember "buckin'" many a head wind when rowin' some fellers back ter their cottage after a day's fishin'. But modern times have eliminated sich hardships fer the guides as well as others. When ye figger the time and vitality saved from usin' a little outboard motor, ye jist can't get along without one.

There was a time when we fished only fer fish, but times have changed the past few years. Takin' a game fish with rod and reel and artificial lure is far more excitin' than draggin' a half dead fish up onto the bank o' the river hand over hand. It's that spectacular leap, dash and tug o' the gamey finny folks that makes anglin' so popular terday. But it takes a rod and reel ter accomplish it

You said there was no night life up here in the country, Ain't there though? How about the mosquitoes, bed-bug, crowing cocks, etc.

PERSONAL STATIONERY

200 Single Sheets 100 Envelopes $1.00

Blue Ink, Top Center Only

RUE PUB. CO., Denton, Md.

MA'S NIGHTMARE— After Canning Peaches All Day

By A. B. CHAPIN

For National Automobile Driving Signals

Turning Left — Turning Right — Pass Me— — Stop!— Danger!!

Traffic experts in all parts of the United States are virtually agreed that a "National Code" of driving signals must be adopted and schooled into the drivers of automobiles.

The reason for this is that the sale of automobiles each year is far outstripping the development of new roads; the congestion is becoming worse and worse; and the increase in the number of accidents is growing at an alarming rate. This too, despite the fact that the automobile is becoming so common that virtually every driver is a good driver.

In some cities and some states speed limits have been raised in the effort to "get traffic out of the way." This seems to be practical, and would be more so were all drivers operating their cars under a national code of signals, so that all drivers would know at all times just what other drivers were going to do.

There is now a movement on to this end. Colliers', The National Weekly, has taken the lead in the movement and in its issue of August 1 presents and recommends four simple signals, which if adopted nationally, and used by drivers everywhere, would insure comparative safety and permit drivers to operate their cars with a feeling of confidence.

The editor of Collier's has gone to no less person than Tommy Milton, the world's fastest automobile driver, for facts about handling a car, and suggestions for hte simplest and best signals for general driving.

"Carelessness kills, not speed," says Milton, who is in full accord with the idea that a national code should be adopted.

"Of course there is a limit to the speed," continues Milton, and this applies to racing as well. At 100 to 110 miles an hour any racer can handle his car on a decent track, even if he does have a blowout. At 130 to 135 miles an hour he's almost helpless."

"In general driving it isn't speed so much as recklessness that kills. When America, the first nation that took to wheels, learns the "inside" of driving, we will all know as an axiom, that it is not necessarily the fast driver, but the selfish, reckless or ignorant driver that kills."

Then Milton suggested and demonstrated four simple driving signals, as illustrated here.

"Signal in plenty of time," says Milton. "Don't flop out a lazy hand at the last moment. Remember, you are trying to tell someone behind that there is danger ahead. Your signal is just as important and just as life-saving as a railroad semaphore signal. On your lazy-minded days, when your brain, your arm and hand feel floppy and flabby, DON'T DRIVE. The time will come that lazy-minded and flop-py-armed signalers will have their license and perhaps their car taken away from them."

ILLUSTRATED ABOVE

1 Turning left corner—in plenty of time thrust out your arm with index finger extended and point to left.

2 Turning right corner—raise your forearm from the elbow and plainly point the index finger to right.

3 "Pass me"—thrust out hand and wave it with forward motion. Be sure to sound horn when passing from the rear.

4 Stopping or backing—thrust out hand with palm forward and hold that way. Look around before backing.

The Collier's Motoring Signals, illustrated with photographs, have been made into large posters for display in garages and filling stations. There are smaller prints to be carried in the pocket or pasted on the windshield.

Mother—Why does that young man wear such a wide belt?

Daughter—I don't know, but I think for the same reason that President Roosevelt wore red, white and blue suspenders.

To keep his pants up.

DR. W. A. SMITH

DENTIST

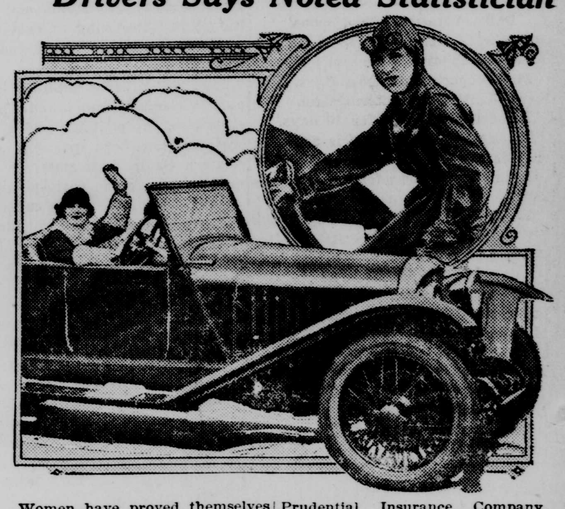
House and Office

409 MARKET STREET

Office Hours—9:15 a. m. to 5 p. m.

Appointments by mail or telephone

Women Rank With Men As Expert Drivers Says Noted Statistician



Women have proved themselves so competent in control of motor machinery, according to the findings of Frederick L. Hoffman, LL. D., in his recent survey of motor traffic and its hazards, that he sees no reason why they should not be equally skillful in the handling of the aeroplane. For this reason, he says, the rule adopted by the International Commission on Aviation, excluding them as aviators, "is not to be commended."

"There are no reasons," asserts Dr. Hoffman, "for assuming that women, in the course of time, will not prove as capable of managing aeroplanes as they have been found to be in the driving of motor cars. The prejudice against women drivers and the charge that they are erratic or unreliable is usually voiced by men who could be convicted of recklessness."

As consulting statistician of the Prudential Insurance Company, Dr. Hoffman is now making an inquiry into aerial traffic hazards in view of the prospective development of commercial aviation in this country and the resultant demand for the insurance of aviators. Flyers are now among the few persons positively declined as insurance risks.

Dr. Hoffman believes that aerial traffic as rapid transit for both passengers and freight will become a commonplace of the next decade. In his opinion, based on data procured from his investigations of rail and motor traffic, the accident hazard will decrease in ratio to the increase in the number of flying machines. There is no reason, as he views the situation, why women should not be permitted to qualify as pilots for the planes that carry freight, passengers or mail.

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