THE EASTON GAZETTE.

PUBLISHED EVERY SATURDAY MORNING AT EASTON, MARYLAND, AT $1.50 PER YEAR.

Telephone Call Number 17.

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Easton, Maryland, Saturday, February 25, 1899.

THE COUNTY COMMISSIONERS never acted more wisely than when they refused to spend public money to open the drifts of snow in the roads. In less than a week the suns rays reduced the embankments so that travel, even difficult in some places, was possible in all places.

During the time when the inconvenience was felt the most no one could get out, it would have been impossible to start a gang anywhere, much less scatter them over the county. Those farmers who had to make their way out began to move as soon as any possible opportunity afforded—quite as soon or sooner than rescuers could have reached them.

Grant, for sake of argument that a few miles of narrow canals could have been cut as if by magic through the county roads, immediately after the storm subsided, in three days those passages would have been filled with standing water, as was the case with those that were opened. Travel would still have been impossible and thousands of dollars of public money gone to vapor with no benefit to anyone.

Because the Commissioners of '88 saw fit to spend a few thousands to open public roads at the time of the blizzard, many farmers of the complaining sort, this time rested on their "rights" and refused to put a shovel in the public path without being paid. "Taxed" indeed were they to have good roads and they wanted the taxes to give them such.

Beautiful citizenship!

Adornments to a community!

Intelligent managers!

Some even rush into public print to abuse the "republican" board of Commissioners and refer to the money being spent for a fine Court House for officials but nothing for the poor over-burdened farmer The argument is too puerile for space occupied in the answer. Suffice it to say, the Commissioners did not act with great wisdom, in refusing to spend public money to *try* to open the hundreds of miles of roads in Talbot county—they only acted with ordinary, real plain, everyday common sense and did what any set of men would have done with three grains of wit for public business—and that was to let the farmers and everyone else do the best they could under the trying circumstances.

WE WISH to correct an idea that is going the rounds of the Maryland papers to the effect that the Peninsula Press Association is a dead organization. The suggestion no doubt gained strength from an item in the Easton *Ledger* two weeks since, intimating that the Peninsula Press Association probably held its last meeting the week previous.

The Association met, elected officers, and has the appearance of permanency quite as much as at any time in the past. The political situation in Delaware is one which the Maryland editors cannot help to alleviate. As a consequence the Delaware men, at the adjournment of the Peninsula Press Association, issued a call to organize a Delaware Press Association, something that should have been done years ago.

The Peninsula Press Association is one of the oldest, most congeni l, fraternal, and social in the United States, and it is far from likely that its members will allow it to lapse into a state of innocuous desuetude, provided its officers do their duty. We predict for it this year one of the most pleasurable outings it has ever taken.

THE war between the "bureaucrats" and antis is likely to be as exciting as the one at Santiago. The Maryland Senators will continue their opposition to the confirmation of Sampson over Schley, even if failure of confirmation shall result in the retirement of Schley from the navy. They would rather have Schley retired from the navy entirely, than to confirm him as rear admiral to be second to Sampson. Senator Gorman is quoted as having said: "If the Navy Department can afford to do this thing the friends of Schley will see to it that he can afford to endure it. The people might take it into their heads to place Schley where he can send nominations to the Senate, and where he would have power to reorganize the entire Navy Department."

NAUSEATING beef was furnished to the army by contractors. This fact was certified to by thirty regimental officers of the regular army, whose report on the food was asked for in the usual way. It was substantiated by a still larger number of volunteer officers, including Col. Roosevelt.

General Miles stated this fact before the war investigating commission on the basis of these reports, and also as having come under his own observation in Porto Rico, and he is now being investigated.

This is the "Miles case" in brief. The American people are watching the outcome of this conspiracy.

"No peaches" is the wail from Delaware and most points on the Peninsula, and yet some have hopes of a partial crop.

MORE factories, more labor; more labor, less idleness; less idleness, less crime; less crime, less public expense; less public expense, less taxes; less taxes, more money for the establishment of factories, which will tend to promote happiness, thrift, prosperity. All honor to the enterprising capitalists who are giving renewed attention to this matter for Easton.

SNOW, snow, though you go, and leave us so, it's appropos, for you know, we're full of woe, because you mow, our game birds so; and although the roads are slow, you make them owe us that much mo', for we must row when we go or else indulge in woeful woah.

NEW YORK has passed a law, which received the Governor's signature on the anniversary of Washington's birth, that makes it a penal offense to use the American Flag for advertising purposes.

RUDYARD KIPLING is seriously ill at Hotel Grenoble, New York.

THE feathered songster will soon make the air reverberate with the advent of spring.

GIVE the boys a welcome on their return. A meeting for that purpose is advertised in another column.

SCHLEY'S REPLY

The defence now made by this grand officer was unnecessary. The country was satisfied with him and is no less so now.—Brooklyn *Citizen*.

Admiral Schley has to face the untoward circumstances that charges are usually given more space and read with more avidity than a defense.—Boston *Traveler*.

Schley's detailed account of events and movements should satisfy impartial observers that he deserves praise instead of censure.—Pittsburg *Chronicle-Telegraph*.

Admiral Schley thoroughly disarms the criticism made of him, and delivers a fair attack on Secretary Long for the imputations in which he delt.—Trenton *True American*.

Admiral Schley has acted in a manly way throughout the unfortunate controversy and his remarks last July that there was enough glory for every one in the combined fleets holds good to-day.—Willmington *News*.

There are many people who without thinking of the subject properly, are in the habit of speaking of railroads as being the property of and operated by "soulless corporations," and therefore a proper subject, not only for abuse but when possible of "beating" them out of anything they can, in any way that it can be done. This paper does not purpose to set up any defense of the tricks ofsome men who have made great fortunes by dishonest railroad manipulation. There have been such men, but so far as the railroads themselves are concerned and the modes of operating them as commonly in use, there is no doubt they are not only a great convenience, but an absolute necessity to the country through which they run. In fact, railroads are the advance guards and promoters of civilization and progress, and in the last few years are becoming the most powerful promoters of the development of both farming and manufacturing in sections that need it. As an exponent of the work that is being done in this line, we cite our readers to that very interesting paper, the Southern Field, published by the great Southern Railway, Washington, D. C.

Every well-wisher of the South who knows the needs of this part of the country wants to see an improvement in the farming and a general promotion of the manufacturing interests. There is ko other way to make the country generally prosperous and its people thrifty, prosperous and intelligent. Thoughtful people indorse most heartily the efforts made by the Southern Railway as well as those made by some other lines to sell the superfluous farming lands to good farmers from the North, and to organize manufacturing enterprises in every locality.

The South is full of unusued opportunities and latent capabilities. There is no other section on earth that possesses so many conditions that make it desirable to live in and susceptible of prosperous developments. To bring these facts before the public and thus to develop our neglected resources, the larger lines of railways have turned their attention and bent their energies. If now the people themselves will second these efforts, it must result in great benefit to the entire section.

Every Northern farmer who casts in his lot with the South and who applies to the farming business the methods in common use in the North, does untold good to the community, by showing to the people what they, too, may do if they will. Every Manufactory that springs up and uses our raw material and whose operations create a good market for our products adds tremendously to the welfare of the whole community. In the promotion of these means of general prospersty, the railroads are now not only the most prominent factors, but are almost the only ones making any extensive efforts, and in this way they are almost as much of a benefactor to the country as in the exercise of their functions as a common carrier.

The Southern Railway runs through a part of the country that is well adapted to general farmrng—truck farming and fruit farming. Moreover, the people all along the line have awakened to the absolute necessity of building up manufacturing interests, and as a result of this spirit, largely engendered and promoted by the effarts of the road, that entire section is dotted wifh successful cotton mills, whose owners get good dividends and whose employees make a splendid cash market for the produce of the farms. As a consequence, no other section of the South wears such a look of thrift and prosperity. But the railroads cannot do it all. There is strong need for the peodle to second all such efforts. They should study the question in all its phases and acquire some of the spirit of the population scattered along the cotton mill belt of Virginia, the Carolinas and Georgia. All will be gainers by such development. The local merchants, the farmers who have land to sell or want to supply produce to the mill operatives. When any community really wakes up to the benefits to be derived from the presence of mills in their midst and make their wants known, many Northern manufactures who know that the mills must come to the cotton fields, will be ready to make or to receive propositions for bringing their plants South.

As farmers will be as great galners as any others from a movment oj this kind, they should not be baeward, but take tne initiative themselves. The very beginning of cotton manufacturing in North Carolina, which now has over 200 mills, was made by a farmer. This was a small beginning, but it gave the start to the millions of spindles now running in the South and will ultimately bring the whole cotton manufacturing industry to the states in which the cotton is grown. Getting up a proper spirit and making a determined beginning is the main thing; we hope many of the farmer readers will feel moved to give their attention to it. No one is eoo humble or without influence to at least begin the agitation of this subject in his neighborhood and the Land and Industrial Department of the Southern or some other railroad company will immediately come to his aid.—*Tri State Farmer and Gardener, Chattanooga, Tenn.*

WANAMAKER'S.

Philadelphia, Monday, February 20, 1899.

"When I was first married," said a lady friend of the store, "shopping was pretty serious work. Our income was small; needs a-plenty. But what of that? The stores were relentless. Some were notable for high prices; others catered to 'popular trade.' But one had to decide for keeps. Stores didn't take goods back; very seldom even allowed exchanges for other goods. If, in poor light and under the gaze of a salesperson that 'just looked through' one, a mistaken choice was made, my poor little allowance shrunk by that much if I gave the goods away, or I had something that seemed to last forever because I loathed its sight.

"Wanamaker's came into existence and with it a spirit of liberality—a seemingly whole-souled desire to please. But it is useless to repeat this part. Everybody knows that what is bought in haste or in error can be taken back, and shopping is really a pleasure."

It was a venture—this building a business without pattern; hewing from untried possibilities. But it proved to be

A LIKEABLE STORE.

It is not a department store, of hodge-podge counters filled with goods bought at random, but it is a store made up of stores—each quite as complete in itself as is the individual apple tree of the orchard.

Dress Goods store, now the most comprehensive in the land, as well as chief seller of exclusive elegance.

Carpet store, far more complete than any individual carpet store.

Shoe store, that turned thousands of pairs of good solid shoes to the government's use when even manufacturers halted.

And so on—the whole one system, one ownership, one vast helpful store.

Authors gain a public—a clientele not of owned adherents, but of satisfied readers.

The store has gained its public—not of blind dependents, but of purse-string holders who have proved it. Fine threads, spun by sympathy and twisted by a real affection, draw Our Public to us.

This Public grows in numbers—is growing faster now than at any date in the store's history. The reinforcements come from among our own neighbors who have had this fact forced home to them: That this store is

DAILY OFFERING
GREATEST STOCKS
AND
CHARGING LEAST PRICES
FOR
GUARANTEED GOODS.

And the facts are logical. The business is in excess of that done by any other American retail store and it is conducted in buildings which, though we are sometimes ashamed of their exterior looks, are almost rent-free. Every nook is interesting now—and almost every one is holding a stock at the top-notch of readiness for you.

John Wanamaker.

PUBLIC SALE
ON
TUESDAY, FEBRUARY 28

SAPP & RAUGHLEY

will sell at **Dunham's Stables**, Easton, Md., 22 head of work mules, ages from 4 to 6 years, weight from 900 to 1000 pounds, matched in pairs, broken to harness. This is an extra lot of mules and must be seen to be appreciated. We think this is the best lot of mules that we have ever sold in your town. As in the past, we will sell regardless of price or weather.

SAPP & RAUGHLEY.

Notice to Creditors.

Notice is hereby given that the subscriber hath obtained from the Orphans' Court of Talbot county, in the State of Maryland, letters of administration on the personal estate of

EMILY GREEN, COL'D,

late of Talbot county, deceased. All persons having claims against the said deceased's estate are hereby warned to exhibit the same properly authenticated to the subscriber on or before the

4TH DAY OF SEPTEMBER, A. D. 1899

otherwise they may be by law excluded from all benefits of the said deceased's estate. All persons indebted to said estate are requested to make immediate payment.

CHARLES F. STEWART,
2-25-4t Administrator.

Livery, Feed & Exchange Stables

John W. Seemer, Harrison St., Easton.

Omnibus meets all boats and trains. Spec attention given to the transfer of baggage.

5-22 **Edward Gay, Manager.**

Headquarters Timothy & Clover Seed

The hunters for Clover and Timothy Seed this year will do well to see us before they buy. A large stock of

Clean Choice Western Clover Seed.

has just been received. These seed were only secured after several days' hard searching, and the price just now is very low. Call in, examine them.

Auburn Steel Axle Farm Wagons.

No better wagon runs on the road. No greater guarantee goes out than the ecompanying this celebrated wagon. Buy the best. It's safe and sure, besow in price. See us before you buy a farm wagon.

South Bend and Oliver Chilled Plows.

Plowing season will soon be here, and we are now ready to supply you with these renowned Plows at lowest price. Also Riding Cultivators, Drags, Harrows and Field Rollers. We are also now offering Corn Shellers and Feed Cutters at reduced prices.

Carriages and Harness.

If you are going to buy a Carriage this coming season, we wish to tell you we have some inside figures that will be worth looking into before you plant any cash. See us. This applies to Harness, and the biggest and best stock is here.

Wood Burner and Other Stoves

We are now offering at smashed prices, and now is your opportunity to get a bargain.

Paints in all Colors.

We have the finest line of Paints in town, in all colors, and put up in any size can you may want. Covers more space and lasts longer than ordinary paint. Call and see us on paint.

Winter Robes, Lap Blankets, Etc.

Are now offered at greatly reduced prices, and if you want to save money, now is your time to buy a blanket

Bicycle Riders for 1899.

Keep in mind we are Peninsula Headquarters, and are prepared to give prices and advantages not obtainable elsewhere. The **Rambler, Crescent Ideal** and **Stormer** are among the very best Wheels on the market, and we have sold hundreds with great satisfaction.

See how much fencing you will need this spring, then come and see us on Wire or other materials, and you will get low quotations.

YOUR FRIENDS,

Shannahan & Wrightson Hardware Co.

All Policies Protected from Forfeiture by Massachusetts Laws. INCORPORATED 1836.

FREDERICK A. SAVAGE, General Agent.
SETH H. WHITELEY, Supt. of State Agencies.
Rooms 306 and 307 Herald Building, Baltimore, Md.

New England Mutual Life Insurance Co.

OF MASSACHUSETTS.

ASSETS $25,910,904,83.

ANNUAL CASH VALUES.

ANNUAL PAID-UP PARTICIPATING VALUE.

ANNUAL DIVIDENDS.

READ the contract between yourself and the Company.
REMEMBER you can demand only what the contract absolutely guarantees in **DOLLARS** and Cents, signed by the Company.
ESTIMATES are not guaranteed; estimates are delusive and unreliable.

THE LAWS OF MASSACHUSETTS PROVIDE THAT

1st.—No Policy shall become forfeited or void for non-payment of Premium, after the payment of TWO Annual Premiums.

2d.—In default of Payment of subsequent Premiums, it is binding on the Company to Issue a Paid-up Policy, as provided for according to the published Tables.

DISTRIBUTIONS OF SURPLUS
are made Annually on the Contribution System.

LIBERALITY AND EQUITY,
in its relations with Policy-holders, have always been the governing principles of this Company, and the conditions of its Policies in regard to limits of

SPECIMEN POLICIE FURNISHED ON RECEIPT OF NAME, AGE, AND ADDRESS.

This costs nothing, and may be of value now or in the future.

F. A. SHANNAHAN,

It's Hog Killing Time ..



and for 30 days we have been carefully selecting the following goods, and we now invite you to carefully inspect them. We can guarantee satisfaction.

Enterprise and National Moat Stuffers,	
New Triumph Meat Choppers,	
Little Giant Choppers; The fastest cutter made	$1.85
15 styles butcher knives, selling at 12, 15, 20, 25, 30, 35 cents	
A good Meat Saw	40 cents
Knife and Saw combined	35 cents
Emery Knife Sharpener	12 cents
Hog Scrapers, everyone guaranteed	15 cents
Beam Scales	$1.35
Lard Cans	28 and 30 cents
Dairy Salt, Large Sacks	$1.25

NEVIUS & FRAMPTON.