Real Estate Brokers

J. Camillus Howard and J. Wesley Freeman have this day formed a co-partnership for the sale of

REAL ESTATE

in all branches. Only Licensed Brokers in the county. Persons having

REAL ESTATE

for sale, or wishing to purchase land, will do well by consulting them first. Patronize your home people. Best results always with us.

Address,

J. C. HOWARD
Leonardtown, Md., or Faulker, Md.
or J. W. FREEMAN,
Great Mills, Md.

SWANN'S HOTEL
PINEY POINT, MD.

NOTICE to the general public. On and after the date of this notice, I will not take anyone to or from St. George's Island at night. General public, take warning.

Oct. 9-'20-tf. J. T. SWANN.

UNDERTAKING

WITH THE LATEST STYLE HEARSE AND OUTFIT FOR FUNERALS.

A fine line of Coffins and Caskets of the latest designs and all sizes from the infant to the Giant to select from. I am prepared to serve funerals of the shortest notice and upon reasonable terms.

EMBALMING

Having taken a course in Embalming and received a Diploma, I am also prepared to embalm with latest methods. All work guaranteed.

B. B. LOVE.
Morganza and Leonardtown, Md.

UNDERTAKING

Situated one mile and a half from Great Mills, on the road to St. George's, with two elegant Hearses and a full stock of COFFINS and CASKETS of the latest styles kept always on hand, I am prepared to serve funerals at shortest notice and upon the most reasonable terms. All orders quickly and ably attended to.

LEWIS T. CLARKE.

UNDERTAKING

William C. Mattingly, of Leonardtown, Md., and Allie C. Welch, of Chaptico, Md., having formed a co-partnership, under the firm name of

WILLIAM C. MATTINGLY & CO.
For the Conduct of the
UNDERTAKING BUSINESS

Inform the general public that they are prepared to attend Funerals from their Leonardtown or Chaptico shops, at short notice and on reasonable terms.

EMBALMING A SPECIALTY

Trimmings and ornaments of all kinds for Burial Cases kept constantly on hand. Ready-made Coffins, of all sizes and various styles, constantly on hand. Personal attention given at funerals and satisfaction guaranteed in all cases.

DO YOU WANT TO SELL YOUR FARM

If your price is right, we can sell it. We have several customers for stores and small farms. Water fronts are in great demand. Now is the time to sell. Fall in line. Call on us at The Enterprise Building, Leonardtown, Md.

FOOTE & HOWLAND

PHONE 9-F 11

There are all kinds of cheap printing—but none of it is really cheap—at least not on a basis of value. Cheap stuff is usually worth almost what it costs. Our printing isn't the cheapest you can get, but it's as good as the best.

HOW COAL SUPPLY WAS CARED FOR DURING STRIKE OF MINERS

Uncle Sam Set Up His Own Coal Pile as Soon as Strike Began and Kept Replenishing It From Mines Which Continued to Work —Nation Able to Last Out the Six Weeks Through Efficiency of Government Control.

By BRUCE CLAGETT,
Assistant to Director General of Railroads.

I have the thought that the people of the United States would like to know how their coal supply was handled during the six weeks' strike of bituminous coal miners, which has just come to an end. This was the first nation-wide coal strike the country ever experienced, and therefore the problems arising were novel. Necessarily, during the continuance of the strike, the exact stacks on hand could not be made public at all times, although as to all vital facts, the public seems to have been kept fully informed day by day. Uncle Sam set up his own coal pile as soon as the strike began and kept replenishing it from the mines which continued to work, but meanwhile the pile was being diminished more rapidly than new supplies were coming in, and before long it became a question of keeping people warm rather than what industries should be continued. Had the strike continued much longer many industries would have had to shut down and people thrown out of work, but on the restricted basis to which the country finally came and with the part-time production obtained undoubtedly the nation could have "carried on" for weeks longer, if not months.

Strike Anticipated.

Several weeks before the coal strike began on November 1 its coming was plainly apparent, and therefore the director general of railroads, Walker D. Hines, consulted with all the regional directors of railroads and the principal members of his staff, and decided that if the strike came it would be the job of the railroad administration to make the coal produced go as far as possible. After thorough discussion the plan was adopted of allowing all coal mined up to the time of the strike proceed as billed to consignees on the idea that once the strike actually began the railroads could look after their own and the emergency needs of the country by taking over coal actually on the rails at that time. Through this method foresighted consumers were placed in a position to store up. The alternative method would have been for the railroads to have begun to buy coal early in preparation for the strike, thus keeping such coal out of normal channels.

Prior to the strike a very careful survey of stocks on hand, both of railroads, industries and individuals (as far as possible) was conducted so that the railroad administration went into the strike with as accurate knowledge of the coal situation throughout the country as was obtainable. The administration's original survey on November 1 showed 22,000,000 tons of bituminous coal on wheels and in railroad storage subject to distribution under the administration's supervision. To this was added the daily production which totaled 18,800,000 tons in November, and of the aggregate the stocks still available for the country's protection on December 1, 12,300,000 tons and on December 8, 11,475,000 tons.

Prior to the strike orders were issued by the railroad administration to give preference to coal loading, and this naturally resulted in hardship on some industries. The result was however, that in the week ended October 25 a total of 13,200,000 tons of coal was produced and moved in the United States, this constituting a record for the country. It took hard work by everyone concerned to distribute this enormous amount of coal. Once the strike was on, the production never reached 50 per cent of normal, with the result shown above, viz., that in addition to using the production every day, the stored coal in possession of the railroads was depleted in the six weeks of the strike from 22,000,000 tons to 11,375,000 tons.

Pile Saved Country.

At times during the strike some complaints were made regarding the holding of this coal in storage and on wheels by the railroads. Without such a storage, however, the country would have suffered much more than it did, and it would have been impossible to have looked after the emergency requirements of the parts of the country in greatest need. Throughout the strike practically all of the coal moved was produced in West Virginia and Pennsylvania, although some coal was produced in Kentucky, Alabama and Wyoming and a few other states. The great central competitive fields, however, closed down completely and outside of the stocks on hand the people in that territory had to depend entirely on the coal from the East and upon the coal in the hands of the railroads to meet just this emergency.

At the beginning of the strike coal was delivered freely to all of the ten classes on the fuel administrator's priority list, but soon afterward it was necessary to restrict deliveries to the first five classes, which included railroads, army and navy, together with other departments of the government, state and county departments and institutions, public utilities, and retail dealers, and toward the end of the strike it was difficult in some parts of the country to meet even these requirements, due to the fact that principally in the middle West the stocks became almost exhausted and it was necessary to depend practically entirely upon the coal produced in the East. The amount which could be shipped West was limited, not by car supply, but by transportation facilities and the necessity for moving this coal West was one of the reasons for the curtailment of passenger service in all parts of the country, which naturally led to some hardships and some complaints.

With regard to these complaints, a careful survey shows that, taken as a whole, the country has stood remarkably well the restrictions which had to be placed.

The action of the government during the strike which caused the greatest comment was the placing of restrictions in connection with the use of bituminous coal and coke in supplying light, heat and power to stores, office buildings, manufacturing establishments, etc. These regulations were put into effect by the railroad administration on the advice of the central coal committee and under authority of the fuel administrator. They were put into effect primarily as a coal conservation measure and because prior to their issuance local regulations, sometimes more stringent than these regulations, had already been laid down in many sections of the country. Prior to the issuance of these regulations the fuel administrator had issued a request that coal for light, heat and power be conserved as much as possible. Just as soon as the Indianapolis settlement was reached the attorney general, following out a prior arrangement, immediately notified the railroad administration, and plans were at once begun to modify restrictions, with the result that within two days after the strike was formally ended, instructions were issued to regional directors permitting them to remove the restrictions as to the furnishing of light, heat and power, and also permitting them to restore passenger trains which had been taken off as a coal conservation measure.

The receipt of the word from Indianapolis was also the signal for the releasing of instructions already prepared for the turning of empty coal cars towards mines which were expected to begin operation in order to transport the maximum production of all such mines at once.

Probably there was never a more unique organization ever set up in the United States than the central coal committee of the United States railroad administration at Washington, which throughout the strike had complete control over the distribution of coal mined and over supplies of coal in storage and on wheels on the railroads when the miners stopped work. The committee had back of it all the power of the fuel administration under the Lever act. There was no precedent to go by. Being bound by no precedents, it could go ahead in a common-sense way and that is exactly what it did.

Harry B. Spencer, director of division of purchases of the railroad administration, formerly vice president of the Southern railroad, and a man of long experience in dealing with coal questions, was given the unenviable job of handling the situation as chairman of the central coal committee. Before the strike actually began, he had his assistants all picked, his plans all made, his orders written and everything prepared to take charge. Therefore, the evening of October 31 Dr. Harry A. Garfield, the fuel administrator, who had tendered his resignation months before, but whose resignation had not been accepted and whose powers had only been suspended, not annulled, was called back into service and issued an order re-establishing control over the distribution of coal, making the director general of railroads his agent, and re-establishing the priority orders in effect during the war. At the same time, and to prevent profiteering, the fuel administrator issued orders re-establishing the government maximum prices on bituminous coal. The day the strike began Mr. Spencer put his organization into effect throughout the country, and from then on the problem was one of distributing coal and looking after the constantly decreasing stock of the country.

On the Job Every Day.

The committee remained in practically continuous session every day of the strike, including Sundays, and as rapidly as telegrams and letters came in, took immediate action.

Back of this committee and co-operating closely with it have been regional and district local coal committees, picked in advance of the strike and established immediately after the strike began. On these regional and local coal committees has fallen a very large share of the burden of handling the coal distribution problems from day to day, and it is to the credit of these committees that they have had a minimum of clashes with state or local authorities when it is appreciated that on these committees fell many of the duties exercised by the fuel administration through the war and when it is appreciated that these committees always were limited in what they could do by the stocks of coal on hand, it will be realized that their work was of the most difficult character.

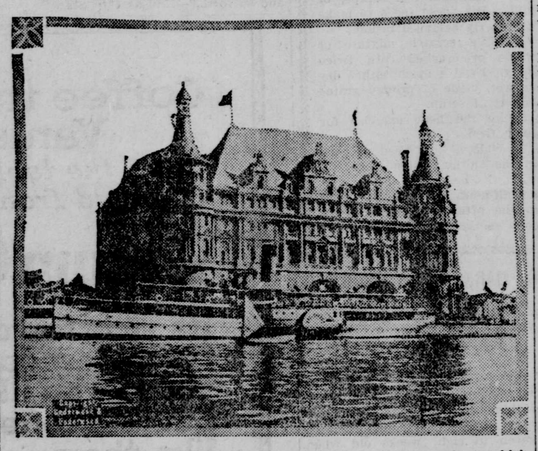
One of the chief difficulties in the situation was the fact that conditions throughout the United States were so widely different that it was apparent that it would be impossible to deal with all sections of the country alike. Therefore a great deal of responsibility was left with the regional directors of railroads and with the regional and local coal committes. However, some general principles were laid down immediately which were followed in a general way throughout the coal strike. The preliminary rule was laid down that no coal should be given to any consumer who had a reserve supply, and that coal should only be given to meet emergency needs.

Get Reports Daily.

In order to avoid long distance communication, the rule was set up that persons desiring coal should make application on the road ordinarily supplying them with coal and in order that the central coal committee should be kept constantly supplied with information machinery was set up under which each railroad should promptly report to the central coal committee and to the regional coal committee the name, title, location and telephone address of the representative of that railroad in whom the whole coal question would be centered for that railroad.

Summed up, the result of the handling of the coal supply of the nation by the government has been that with a mobile supply at the beginning of the strike of 22,000,000 tons of coal at the disposal of the entire country, and a production which never reached 50 per cent of normal, with cold weather existing in most parts of the country during part of the strike, and blizzards in some parts of the country throughout most of the strike, the nation was able to last out six weeks with very little actual lack of coal by householders, with practically all public utilities supplied with sufficient coal to meet emergency needs, with very few industries actually closed down, although many would have had to close down had the strike continued much longer and with a reserve stock in the hands of the railroads at the end of the strike of more than 11,000,000 tons of coal which was available for emergency railroad needs and for the emergency needs of governmental institutions, of public utilities and retailers supplying coal to domestic consumers.

ONE OF THE THINGS WILHELM COVETED



This is the great terminal in Constantinople of the Bagdad railway which loomed so large in the schemes of the kaiser for domination of the East.

BEAUTY GETS ITS REWARD

Photograph Not Entitled to Prize in Contest, Spanish Court Decides.

Madrid.—The Spanish courts have just decided that the subject of a photograph and not the photographer is entitled to the prize in a beauty contest. In countries where these contests are no novelty it is not likely that the question would arise, but these affairs are new in Spain and when the prize in a recent contest was awarded the photographer who took the picture the winner decided that the prize should go to him.

The question was fought out in the courts and resulted to the discomfiture of the photographer.

Rabbits Bring Wealth.

Marquette, Mich.—Demands from Eastern concerns for unlimited quantities of rabbit pelts has revived a former industry in northern Michigan. One concern notified commission men that it is in the market for 10,000,000 rabbit skins during the 1919-1920 season. Farmers' children in farming sections who have decided to fill small orders are sending their addresses to the department of agriculture, which transmits such information to fur and pelt dealers. State and county officials are encouraging the killing of rabits, which were numerous and destructive in agricultural districts this summer.

"ON DOWNY BEDS OF EASE"

Oldtimers May Recall, With This Writer, Their Experience With the Old Feather Mattress.

Sleeping in a featherbed used to be easy for me. I did it very fluently.

I used to be able to sleep with one under me and one over me.

That was in the upper and unfinished half-story of our country house that was fitted with a better air-cooled system than any air-cooled car you ever rode in! The only heat in the house was in a big fireplace 40 feet or so from where some of us slept in the coldest weather.

The tin cup of water sometimes set in the window in case a feller got dry in the night would freeze solid and have a frappe white wart in the center, come morning.

And all over the part of the upper featherbed where my breath had been distributed was a fine skating rink. A little sloping, it is true, but with ice thick enough to hold.

These ticks were filled with geese-whiskers that mother and I had extracted from the epidermises of reluctant honkers, a bunch at a time, through the spring and summer and early fall months.

Sometimes when an inexperienced goose-barber would jerk out some of the meat along with the basement of the feathers, the result was an unsavory condition in the tick, which nothing would eradicate except a long pendulous time over the palings.

The air would get in its work in that way, and the sleeper on or under said bed would not have so many dreams about roosting in a glue factory.

A few years ago when I had become mattress broke, I was parked in a small room at a country hotel and sicked onto a large embonpoint featherbed. I looked at it a long time before taking the plunge. Finally I jumped in and at once went beyond my depth.

I sent up downy bubbles, trod feathers, swam little-dog fashion, used the breast stroke and the Australian crawl, and finally, just as I was about to go down for the last time, I was guided to the surface by the smell of the seven-skunk-power oil stove, whereupon I took a deep and much-needed breath, grabbed a bedpost for safety, and got out.

Then I tied two pillows to me for life-preservers and re-embarked, with an old pair of candle-molds I found in the closet as a breathing tube and periscope combined.

That was years ago, and even yet I sneeze feathers every once in awhile. —Farm Life.

Method Was Effective.

"Where did you get it?" asked Magistrate Dale, in Brooklyn, of Edward E. Stack, who was before him, charged with having been found in a state of glorious intoxication on a street corner.

"Judge," replied the prisoner, respectfully, but somewhat anxiously, "I made it myself."

"Made it yourself?" asked the magistrate. "How did you make it?"

"Judge," was the response, "I have my own method and I want to keep it to myself."

"You raise a difficult point," said the magistrate. "How do I know that you did not buy intoxicants?"

"I'll show you the recipe, judge," said the prisoner. "Only please give it back to me and preserve my confidence in the matter."

The prisoner solemnly handed up a paper on which something was written. The judge read it carefully and handed it back to the prisoner.

"You may go, prisoner," said the magistrate. "Sentence is suspended."

Whereupon the prisoner left the courtroom, followed eagerly by a large body of residents of the Flatbush section.—Cincinnati Times-Star.

Cake Broken Over Bride.

It is an old belief that a marriage should take place when the moon is waxing and not waning, if it is to be a lucky match, and in many north country districts a strict inquiry is made as to the state of the moon before the wedding day is fixed. In the north, too, no wise bride will ask an odd number of guests to her wedding feast, for an old superstition has it that if this is done one of the guests will die before the year is out.

In the Highlands it is taken as a terribly unlucky sign if a dog should run between the bridal pair on their wedding day; while in Derbyshire prospective brides still tell the bees of their wedding, and decorate the hives for the occasion. In parts of England and Scotland there exists an ancient custom for which reason is hard to find, by which part of the wedding cake is broken over the head of the bride, and the guests scramble for pieces.—London Answers.

Tsingtao Thoroughly Jap.

Tsingtao is now as Japanese as it once was German. The effect, according to V. H. Cazalet, writing in the Westminster Gazette of London, is something altogether incongruous. For Tsingtao, from a little Chinese village, was changed by the Germans into a town with goodly concrete buildings, a splendid harbor and magnificent roads, comparing with those of California. Japanese policemen, Japanese officials, now are everywhere, and Japanese families, from six to a dozen of them, occupy each big German house, once the property of one German family.

Surely a Great Man.

Henry had just started to school and was filled with the patriotic spirit of the times, as well as kindergarten wisdom. "Was Francis Scott Key a great man?" he asked one day of the folks at home. "I think he was, why?" "'Cause I think a fellow that writes a song what everyone has to stand up to, must be a great man."

Sale of Apples Barred.

In the sixteenth century there was a curious law in England whereby street peddlers were forbidden to sell plums and apples, for the reason that servants and apprentices were unable to resist the sight of them and were constantly tempted to steal their employers' money in order to enjoy the costly delicacies.

INSURANCE!!

Fire, Life, Accident and Health

Mutual Benefit Life Insurance Co., Newark, N. J.
Firemen's Fire Insurance Co., Newark, N. J.
General Accident Insurance Co., Perth, Scotland.

J. CAMILLUS HOWARD, Agt.
LICENSED REAL ESTATE BROKER
LEONARDTOWN, MD.

J. HAMILTON PROUT & COMPANY

GENERAL

Commission Merchant,

FOR THE SALE OF
TOBACCO, GRAIN, FRUITS, POULTRY, EGGS, LIVE STOCK, WOOL, FURS, &C.

313 South Charles Street, Baltimore, Md.

School Teachers

Of St. Mary's County Get 10 Per Cent Discount at the

DULANY-VERNAY CO.

339-341 N. Charles St., Baltimore, Md.

THE LARGEST SCHOOL SUPPLY HOUSE SOUTH OF NEW YORK

Successors to W. J. C. DULANY CO.

EDELEN BROS.

COMMISSION MERCHANTS
FOR THE SALE OF

Tobacco, Grain and Produce

Special Attention given to the Inspection of Tobacco.

125 S. Charles Street, : Baltimore, Md.

ALSO DEALERS IN

Edelen Bros. Special Tobacco Guano, Edelen Bros. Wheat and Grain Mixture, Pure Ground Bone, Pure Dissolved S. C. Bone. Our Special Tobacco Guano, and Wheat and Grain Mixture we have had manufactured specially.

ORDERS SOLICITED

HENRY K. FIELD & CO.

Lumber, Shingles, Laths,

Doors, Sash, Blinds and Building Material OF ALL KINDS.

ESTIMATES FURNISHED

OFFICE No. 115 N. Union St. — FACTORY No. 111 N. Lee St.

ALEXANDRIA, VA.

100 MILLION persons will read my advertisement of Maryland Farms for sale.

IF YOU WISH to sell your farm, timber land or country place, list it with me. It will appear in my catalogue, printed in four languages, and distributed throughout the United States, Canada and Europe.

I WILL SELL your property. Send for blank to be filled out and I will do the rest.

WM. LUEBBERS
Real Estate, Loan and Investment Broker
306 ST. PAUL ST. BALTIMORE, MD.

Patronize Our Advertisers

They are all boosters and deserve your business.

YOUR NAME

Is it on our subscription list?

We will guarantee you full value FOR YOUR MONEY