The Chestertown Transcript.

VOL. XLI—NO. 30. | CHESTERTOWN, MARYLAND, SATURDAY, FEBRUARY 15, 1902. | $1.00 PER ANNUM.

FOR SALE or RENT

The STORE HOUSE and DWELLING on High street, just vacated by Thos. B. Elliott. A good stand for meat shop or merchandise.
f15-3t. WM. J. VANNORT.

FOR SALE.

One FIRST CLASS JACK. sound and all right. About 14 hand high, kind and gentle, weighs about 700 lbs.
f15-3t. JOHN F. EARNEST, Sassafras Md.

ADRIFT.

Came adrift on my shore at Swan Point, Feb. 3rd, 1902, a YAWL BOAT, 12½ feet long, painted light with green bottom. The owner will come forward, prove property, pay charges and take it away.
LAWRENCE STEVENS,
j15-3t. Rock Hall Kent Co., Md.

FOR SALE.

TWO STORY FRAME DWELLING, with lot, located in Still Pond, on street leading to the creamery, and adjoining the Parrott property. For particulars address
MRS. ANNIE M. BUSICK,
321 N. Calhoun St.,
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Skates! Skates! Skates!

A Full Line of Ladies' and Gentlemen's SKATES.

Fine Nickle and the cheaper grades. Al sizes and styles.
GEORGE W. SMITH.

TWO FARM HANDS WANTED.

WANTED—TWO FIRST-CLASS WHITE FARM HANDS. One to commence work as soon as hired and the other on March 1. Am willing to pay good wages to right men. Apply at
f1-tf. TRANSCRIPT OFFICE.

A PROMPT SETTLEMENT.

The Equitable Life Assurance Society makes a specialty of paying claims promptly, an average of over 95 per cent. of all death claims being paid within one day after receipt of proof. A check for $5,000 in payment of claim under policy on the life of the late Mr. Theo. E. Hayes having been issued within 24 hours of receipt of proof. This is, indeed, commendable, and speaks well for the Equitable and its methods.

TO LOAN ON MORTGAGES.

I have trust Funds to loan on Mortgages at 6 per cent., $500, $600, $800, $1000, $1500, $2000, $2400, $2500, $3000, $4000, $5000, $7000 and $10,000. Some of these sums can be placed for 5 years.
HOPE H. BARROLL,
ATTORNEY-AT-LAW,
j25-6t. Chestertown, Md.

Wanted! Wanted! Wanted!

Eggs! Eggs! Eggs!

MONDAY, MONDAY, MONDAY.

February 17th.

Prices way above your expectation; those that do bring them have long ago been convinced that we pay more than elsewhere.

ALL WINTER GOODS REDUCED.
WESTCOTT & DODD.

"NULITE" Gas Lamps

The brightest, cheapest, safest and best artificial light for any place or purpose, but especially for rural districts.

In order to introduce them in each locality, this adv., as a COUPON, will be accepted as a payment of 20 per cent. of any order sent in during the present month.

That is, on a No. 12 lamp catalogued at $4.50, it is worth ninety cents, etc.

Inclose fifty cents in stamps to insure express charges with this adv., and your order, and goods will be shipped C. O. D. for the balance. Send for catalogue of styles and prices today, and secure this offer before it is too late,

WILLIAM TATNALL,
Gen'l Agent, Chicago Solar Light Co.
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"NULITE" Gas Lamps.

ARMOUR'S Poultry Food

MAKE HENS LAY,
Make Eggs in Winter Time.

MEAT-MEAL, 2½c. per lb.,
MEAT and BONE, 2¾c. "
CRUSHED BONE, 3c. "
OYSTER SHELL, ½ "

Above goods in 50 or 100 lb. bags f. o. b., Baltimore, Md.

Free Egg Record Card and Feeding Formula on application.

PERCY G. SKIRVEN,
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THE E. K. PEDRICK CO.
BALTIMORE, MD.
BRIDGES. ENGINEERS AND CONTRACTORS
STEEL FACTORIES.
Estimates and Designs FREE

AS OTHERS SEE US.

Observations by Mr. Chapman, of New York, as to Some Peculiarities of Local Conditions.

Mr. C. E. Chapman, the practical farmer and poultry man who addressed the Farmers' Institute last week, made interesting reference to local peculiarities to a representative of the TRANSCRIPT.

He stated that one of the most striking differences between Kent and his own section in New York State is that all dwellings and outbuildings here are either neatly whitewashed or painted. In his State no whitewash is ever seen, paint and oil being exclusively used, but in a great many cases buildings have no protection whatever from the weather. "Then, too," he said, "I notice that the same temperature here makes one shiver very much more than it would in my State. It is more penetrating and disagreeable in Kent. I have not seen your soil, but judging from the luxuriant growth of weeds which I have noticed through the snow, there is an abundance of fertility. These weeds are not an evidence of poor farming, either. I do not mean that. I regret that your county is so completely covered by the snow.

Another marked difference between your county and my own section is the total absence of stone here. In my county fields and even farms are fenced or walled in by stones hauled from the soil, and I tell you this clearing the land of boulders means much hard work and great expense to the New York farmer. In Kent I notice many well-kept hedges, which in summer must be very beautiful and I would think effective. Another thing which impressed me was the absence of small orchards. In New York State every farmer has a small orchard in which will be found a great variety of fruits. In a small New York orchard will be found pears, peaches, plums, damsons, quinces and small fruits, and nearly every farm has such an orchard. In Kent I notice you have great peach or pear orchards, but the variety, such as is found in my State, is rarely seen here. I would think that these small orchards would be a great advance in this section. The size of your farms I would think too, would affect social conditions. On our small farms the homes of the people are close together and people know each other better than they possibly could where the country is as sparsely settled as is the case where a system of big farms prevails such as you have in Kent.'

Dr. Miller also talked interestingly of his impressions of Kent. He emphasized the fact that this should be a great section for breeding light harness or carriage horses for the city markets. He insisted that this section is admirably adapted to the industry of horse raising. There is always a city demand for well-bred horses weighing from 1050 to 1200 pounds. A horse of the weight given should be about fifteen and a half or sixteen hands high.

I have never seen in a county town racing on the snow as you have it here. The stranger coming in would at once think, to judge from the animated scenes on your street during the snow, that he had gotten into a sportsman's paradise, and by the way, you have some good horses here. It would pay you people to take up this matter of producing light harness or carriage horses for the city market.

COLLEGE NOTES.

Mr. T. Alan Goldsborough, of the class of '99 at Washington College, will deliver the address before the Mt. Vernon Literary Society on the occasion of the celebration of Washington's birthday, Saturday, February 22. Mr. Goldsborough is now a prominent member of the Denton bar.

Prof. J. S. W. Jones spent several days of last week in New York on business.

The Adelphia Literary Society, of Washington College, has elected the following officers for the ensuing year: President, Mr. E. Roeser; vice-president, Mr. Horace Nicholson; recording secretary, Mr. Merriken; corresponding secretary, Mr. Garrison; treasurer, Mr. R. Gill; chaplain, Mr. A. S. Walls; sergeant-at-arms, Mr. H. O. Stephens; critic, Mr. D. G. Anderson.

W. C. T. U.

Chestertown union held a highly interesting meeting at the home of Mrs. S. M. Usilton, Wednesday, February 12. It having been decided that the U. and Y. should be merged into one union, the first work of the united forces will be the annual memorial for Miss Willard, to be held in the M. E. church, Wednesday evening, February 26, at 7.30 o'clock An interesting program under the supervision of the president and committee, consisting of Mrs. L. Thomas, Mrs. J. R. Clements and Mrs. Bradford Copper is being arranged and will appear next week.

Voted to send a letter of appeal to President Roosevelt for the betterment of moral conditions in the Phillipines. The next regular meeting will be held in the parlor of the M. E. church, Wednesday evening, March 5, at 7.30 o'clock.

RAILROAD TALK.

Representatives of the Pennsylvania in Chestertown on Thursday—Queen Anne R. R. Gossip.

Messrs. R. L. Holliday, Supt. Delaware Division Pennsylvania Railroad; Franklin Duane, assistant engineer of Delaware Division, and J. S. Elliott, who has the supervision of the Queen Anne and Kent, the Baltimore and Delaware Bay, and the main line from Wilmington to Clayton and the Smyrna Branch, came to Chestertown on Thursday in Mr. Holliday's special car attached to the regular train. The gentlemen met several prominent citizens during their stay in town, and while they would say nothing for publication, it is generally understood that they were here relative to extending their line and locating the depot at Chestertown nearer the business centre of the town.

It is also understood that while the gentlemen having the matter in charge are not averse to meeting the demands of the citizens as expressed in their petition, they will not pay exorbitant prices for the right to accommodate the business community. With generous treatment by those whose property they will cross, there is every reason to believe that a new depot will be built and that it will be located at the foot of Cross street near the present public school buildings.

It is expected that something definite will be given to the public within the next week or ten days.

We appeal to the citizens to place no obstacle in the way of this greatly-needed and long-asked for improvement, for with it will come the further convenience of a more centrally located telegraph office.

We do not wish to be understood as advocating a gift to the Pennsylvania Company, but only expressing the hope that the owners of the property to be crossed and the management of the railroad may be able to reach a fair and equitable agreement, all things considered.

QUEEN ANNE RAILROAD TALK.

Much interesting gossip, or possibly better rumors, are filling the atmosphere across the Chester, in Queen Anne. Some of the most generally well-informed people in the county are not at all satisfied that the present Queen Anne road touching Centreville, Queenstown, Love Point and the ocean at Rehoboth, is not a possession of the Pennsylvania system. It is claimed that it is purposed to make radical changes in the Pennsy's peninsula system; among other changes outlined being the connecting of Chestertown with Centreville, then instead of having the present ferry system across the bay at Claiborne, to bring the lower short lines of the peninsula to connect with the Love Point road and have a rapid ferry system between Kent Island and Baltimore.

Claiborne, it is contended, offers no inducements for the future which are not more than discounted by the beauty and central location of the new railroad terminal of the so-called Queen Anne Railroad at Love Point. The management of a comparatively short and local road, it is insisted, could carry out the Pennsylvania's plans very much more economically than could so rich a corporation as the Pennsylvania Railroad Company, and for this reason the real actors in the matter of railroad development on the Eastern Shore are judiciously keeping behind the scenes until the arrangements are all ready for the raising of the curtain. Of course, this whole matter, so far as the public is concerned, is a mere matter of speculation, but to say the least, it is not altogether without importance to the citizens of the counties most directly interested.

The Queenstown *News*, in commenting upon the Queen Anne's road and its future, has this to say relative to the extension of the line through the upper part of Queen Anne:

"The opening of this road would be of untold benefit to the people all along the line but more especially to those of Crumpton, who are progressive but whose transportation facilities are about two hundred years behind.

"A survey was made a few years ago for this line, and, if the business people would interest themselves, we think it quite likely that the Queen Anne's Railroad would soon traverse their territory. Talk the matter up and see the land owners and see what inducements in the way of rights-of-way can be made to the railroad and show the landowners how their land would appreciate in value by citing to them the many towns along the main line which have nearly doubled in population and territory. You are all interested, as this is the era of rapid transit, and you cannot afford to let this golden opportunity pass you by unnoticed."

TOMATO CONTRACTS.

Contracts are Being Placed in Many Sections of the Maryland Tomato Belt.

Kent is one of the late counties in placing tomato contracts for the approaching season's pack.

The farmers in the neighborhood of Colora and Rising Sun, Cecil county, have been successful in their demand for $8 per ton for tomatoes grown for packers for this year. The packers at first refused to give more than $7 per ton, but on Saturday they came to terms and were very busy making contracts. The farmers are highly elated over their success, which means an advance of $2 per ton over last year's prices.

Farmers about Clayton are asking $8 a ton for next season's tomatoes because of the increase of $2 to $4 a month in the payment of laborers.

A SKATING CARNIVAL.

The Finest Sport in Many Years on the Ice.

Not in twenty years have the lovers of skating in Chestertown enjoyed such sport as during the present week. The ice on Chester river has been of the finest quality and commencing with Monday, skating enthusiasm has swept over the entire town.

Matrons and blushing maidens, young men and old, have vied with each other in enjoying fun on skates. No more animated or impressive scene could be imagined than that seen on Chester river from Chester bridge to Primrose's Point during each evening of the week. The gay colors of youth and the more conservative apparel of the older ladies give variety to the dainty tints of the winter scene.

The most graceful as well as the fastest of the lady skaters were: Mrs. George Brice, Miss Mary Rogers, Miss Anna G. Lambert and Miss Jennie Copper. Among the great number of ladies on the ice were: Mrs. W. E. Moody, Mrs. G. Allen Jarman, Mrs. T. S. Bordley, Mrs. W. F. Russell, Mrs. Wilbur Eliason, Mrs. Lewin W. Wickes, Mrs. William W. Beck, Mrs R. D. Hynson, Mrs. C. R. Twilley, Mrs. W. R. Aldridge, Mrs. R. H. Collins, Mrs. James G. Beck, Mrs. Emory Wroth, Mrs. Samuel Vannort; Misses Mary Gray, Palmer Carroll, Susie Culp, Mary Burchinal, Sue Lambert, Fannie Stuart, Sadie Morris, Maggie Plummer, Josephine Wickes, Mary Brown, Agusta and Rebecca Aldridge, Carolene Hynson, Emma France, Elise and Ethelind Ringgold, Addie Hurlock, Nannie Dixon, Lillie Greenwood, Avis Sheppard, Sallie Beck, Isabel Beck, Bertie Burchinal, Clara Usilton, Mary Whaland, Edith Harley, May Porter, Hallie and Mabel Toulson, Lillian Matthews, Mary Knight, Edith Frazier and Adelaide Howard. There were a host of very pretty skaters among the younger girls and boys. The finest skaters among the gentlemen were: Col. W. P. Howard, John Vandegrift, Allie Baker, F. G. Usilton.

Several ice boats were sources of much pleasure.

ICE KEPT SAD NEWS FROM HIM.

Lighthouse Keeper's Wife and Child Die Suddenly.

While great fields of banked up ice about Love Point lighthouse, at the mouth of the Chester river, rendered communication with the outside world impossible, a telegram in Baltimore, on Monday awaited Assistant Keeper John B. Quidley, who was on duty in the lighthouse, notifying him of the sudden death of his wife and infant child in Avon, N. C.

The telegram was received at the office of the Lighthouse Inspector, but the impossibility of reaching Love Point light was realized by Commander Ross, as neither the lighthouse tenders nor the ice boats were able to reach the lighthouse. It was thought on Tuesday that perhaps Captain Jones, of the steamer Endeavor, of the Queen Anne's line which was to leave for Love Point, could get some one to venture out across the ice, so the telegram was sent to the Queen Anne office. When it reached there the steamer had gone. Captain Jones said upon his return that no one at Love Point could have been induced to go even had he carried the telegram, as the undertaking, owing to the gorging of the ice, would have been a most hazardous one. The mouth of Chester river was the centre of the great ice pack which banked up along the Eastern Shore.

Mr. Quidley was appointed to Love Point light November 1. He was formerly in the Hatteras station. He was to have brought his wife to Kent Island in the near future so that she could be near him.

It is a strange coincident that a former assistant at Love Point light, Mr. C. F. Styron, now at Cape Hatteras, and who was succeeded at Love Point by Mr. Quidley, had a similar experience last March. He also came from Avon, N. C., and left a wife there. While a freeze was on and Love Point was cut off from communication, telegrams were received that his wife had died. For many days the messages could not be delivered, and he, too, was kept from learning of his bereavement until the ice blockade had been raised.

Mr. Benjamen Durding, of Rock Hall, sent the light-keeper a Baltimore *Sun* on Tuesday containing an account of his bereavement but whether or not Mr. George Sewell, by whom the paper was sent, succeeded in passing the great ice barrier has not yet been reported, but it is presumed that Captain Sewell was the one to break the sad news to Mr Quigley.

The *Baltimore Sun* of Thursday said—At the request of officers of the Fifth lighthouse district the ice-boat Latrobe took Captain Donnell, of the steamer Holly, down to Love Point light yesterday to bear the sad news to Lightkeeper Quigley that his wife and child died in North Carolina on Sunday. When the Latrobe reached the light it was found that the keeper had already been informed by someone venturing out to him from shore by means of a sailing iceboat.

THRILLING EXPERIENCES ON THE ICE.

Purchasing Agent Freyer and Second Mate Washington Woodall, With Others, Leave the Steamer and Walk Four Miles to Kent Island.

The present ice blockade has furnished an unusually long list of thrilling experiences on the ice.

The trip of Messrs. Allan Harris, Robert Freyer, Washington Woodall, of the steamer Emma Ford, and a number of passengers on the steamer Endeavor, on Saturday, was filled with adventure, novel experiences, and maybe, a trifle of romance. The steamers of the Chester River Line having abandoned their trips because of ice, Messrs. Harris, Freyer and Woodall, and forty passengers took the steamer Endeavor on Saturday morning hoping to be able to make a landing on this side of the bay.

It was known that Queenstown could not be reached, but the company's officials thought it possible to make Love Point landing at the mouth of the Chester river. In describing the trip Captain Jones said to a reporter for THE SUN:

"After leaving port Saturday morning we encountered some ice going down the river, but not enough to impede navigation materially. When we entered the bay, however, much drifting ice was found. The floes increased in thickness and extent as we neared the mouth of Chester river and finally blocked us. We attempted to back out, but the stiff northwest wind was driving the ice around us and we were stuck good and hard a little more than a mile from the river.

"That was about 11 o'clock Saturday morning. Our passengers were not at all frightened at the prospect of spending the night on board. Some of them suggested that we might have to spend a siege and displayed some anxiety about the state of the larder. I reassured them upon that point, as our stock of provisions was sufficient to weather a blockade of several days. We had plenty to amuse us. The piano was kept going, and as several of the passengers were good singers an impromptu concert was given for the edification of those who were not songsters. Checker-boards and cards were kept going until a late hour Saturday night, when most of the passengers either turned in in their staterooms or slept in chairs in the main saloon."

Messrs. Freyer and Woodall, together with five other passengers were not among those who spent the night in chairs or even on board the steamer. They determined to take the risks of a trip afoot to the shore. Securing a long rope, Dr. Kemp, of Stevensville, Kent Island, took the lead and the others, six in number, formed in line, each holding the rope. They were about two miles from shore, but the trip was very much drawn out in walking around treacherous ice. The entire journey was thus lengthened to about four miles. One of the gentlemen broke through, getting a foot wet, and the tramp ashore was filled with thrilling uncertainty but was made in safety. Messrs. Freyer and Woodall arrived in Chestertown on Saturday night, having taken the train from Kent Island to Centreville, and from that point drove to Chestertown. Mr. Harris reports having really enjoyed the novelty of his experiences. He remained on the steamer. Among the passengers were several ladies and a number of jolly good fellows, and the stay on board was turned into a rollicksome outing. The ladies, seated in chairs, were pushed over the ice by the gentlemen and fun and frollic reigned.

At about 10 o'clock on Sunday morning the ice-boat Annapolis arrived on the scene, and in about an hour the Endeavor was freed from her imprisonment in the ice and at noon her passengers were landed at the Love Point pier of the Queen Anne Railroad Company. A special train was sent down from Centreville and on Sunday night Mr. Harris landed safely in Chestertown, having driven over from Centreville.

AT ROCK HALL.

Of the about fifteen vessels ashore at Rock Hall, as told exclusively in the TRANSCRIPT, the J. W. Lewis, Harry Hogans, captain, has been gotten off, and her cargo of oysters has been disposed of to Henry Smith, of the L. F. Petty. The Petty was also ashore but was gotten off, and her captain, who has a contract with Baltimore parties, is loading with oysters, awaiting the arrival of the ice-boat or a big tug to take his vessel out.

About thirty Rock Hall deep-water fishermen are awaiting the giving way of the ice to get at work. They are in camp at Love Point and pass back and fourth daily between Rock Hall and their camp on the Kent Island shore. They do not go directly across the mouth of the river, but pushing a small boat in front of them, pass over from the south side of Eastern Neck. Among the fishermen are:—Messrs. Abe Casey, Henry, Herbert and John Urie, Romain Stevens, George, Benjamin, Marion and Charles Sewell, and Joshua Thomas.

Ice is piled along the Eastern shore off the bay near Rock Hall, in places to a height of ten feet.

The ice is perfectly solid at Betterton, and up to this date no further damage has taken place at that point. A gentleman said on Tuesday that but fourteen of the big piles were left on the lower side of the Ericsson pier, and that many of the heavy piles have been twisted off as though they were matches. As far as eye can see from both Betterton and Rock Hall there is nothing to be seen but a desolate waste of ice.

The only open place reported in Chester river is off Hail Point where there is a large air-hole.

MT. VERNONS CELEBRATE.

The Oldest College Literary Society in Maryland Celebrates its Fifty-Fifth Anniversary.

A social occasion which was all the more agreeable, through occurring just after the hard work and anxiety attendant upon examinations, was enjoyed last Friday evening by the students and faculty of Washington college, and by a few specially invited guests from outside. The members of the Mt. Vernon Literary Society were hosts. The guests included not only the Pieria Literary Society of young ladies, but also the Adelphian Society, which has been recently formed among the young men. The parlor of Normal Hall, in which the receiving party stood, was prettily decorated with national colors, Mt. Vernon brown, Pieria purple and white, potted plants and pictures. Those on the reception committee were: Mr. J. Turner Balden, president of the Mt. Vernons; Miss M. Wheeler Peterson, president of the Pierians; Messrs. Noble, Crew, Smith and Hitch, and Misses Culver, DeFord, Reese and Welsh. About ten o'clock all were invited to the dining hall, where refreshments consisting of ices and creams, cake, fruits, nuts and candies, were served. The guests left at twelve o'clock, after having spent a delightful evening.

Among those present from a distance were: Mr. Peacock, of New York city; Mr. Blades, of Elizabeth City, N. C.; Misses Blades and Sunfield, of Conference Academy, Dover; Miss Nan Hall, of Church Hill; Mr. Harris Crewe, of Still Pond, and Mr. Carson W. Harris, of Betterton.

THE BANQUET.

The pleasant success of Friday evening was fully equaled by the elegant banquet held at Loud's Hotel, on Tuesday, commencing at 10 o'clock p. m. The long tables were daintily decorated with blossoming potted plants, and the scene, when the twenty-seven members of the venerable society and their guests entered the dining hall, was one of animation and beauty.

The members formed in line on the college campus and marched to the banquet hall, giving with enthusiasm their society yell.

President Baden occupied the place of honor at the feast. The following is the menu:

Fried and Scalloped Oysters.
Turkey. Ham. Tongue.
Chicken and Potato Salads.
Chicken Croquettes. Celery. Mixed Pickles.
Cold Slaw. Jellies. Horse Radish.
DESSERTS:
Chocolate and Vanilla Cream. Frozen Custard.
Cake in Variety.
Oranges. Bananas.
Coffee. Chocolate. Lemonaide

After the first course President Baden made an interesting talk, telling concisely of the continued growth and honorable position maintained by Mt. Vernon, the oldest college Literary Society in Maryland. Toasts were then offered and responses made by Prof. J. S. W. Jones, C. C. Hopper, W. B. Usilton, Jr., Prof. A. B. Burris, T. B. Noble, R. H. K Gill, L. B. E. F. Smith, Hitch, J. W. Sutton and M. H. Houck.

This, one of the most pleasant features of the evening closed, the desserts were served and with feelings of profound good-fellowship and pleasure, mine hosts and their friends left the scene of the feast at 1 o'clock. The enthusiastic Mt. Vernoners made the welkin ring as they repaired to the college with lusty yell.

Congratulations and best wishes for the continued success of Mt. Vernon.

Washington's birthday, Saturday, February 22, will be appropriately celebrated with patriotic addresses, the principal address being made by Mr. J. Alan Goldsborough, of the Caroline bar, readings and music.

A Serious Fall.—Mr. F. E. Forobuagh, of Philadelphia, who is superintending the work on the metal ceilings in the new public school building, sustained painful injuries on Wednesday. While on a scaffold, a board of the structure broke precipitating Mr. Forobaugh to the floor, a distance of ten or twelve feet. He fell on his right shoulder and arm, and was painfully cut and bruised. He was extremely fortunate that his injuries were not more serious.

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