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Returning, er leaves Chesterto for Baltimore, Mon Wednesday and Friday, 8.00 A.M., weather an permitting, stopping at the above landings, ar in Baltimore about 2 P.M.

Steamer will lea more, Pier 9, Light St., weather and tide pe ing, Wednesdays at 6 00 stopping at: *Cliffs, *Quaker Neck, *Booker, Riverside, *Rolph's, *Piney Grove, Chester- Deep Landing, Crumpton. on Signal.

ning, steamer will leave Crumpton, weather permitting, for Baltimore, Thursday at M., Chestertown 5.00 P. M., stopping at the landings.

This time-table shows the times at which steamers may be expected to arrive at and depart from the several wharves, but their arrivals or departure at the times stated is not guaranteed, nor does the Company held itself responsible for any delay or any consequences arising therefrom.

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W. L. FOWLER.

EIGHT-HOUR ATTACK IGNOBLE, SAYS OLNEY

Hughes "Hadn't the Nerve" to Demand Filibuster in the Senate Against the Law.

WILSON'S ACT COURAGEOUS

Member of Cleveland's Cabinet Praises President's Domestic Achievements and Policy of Averting War.

No American can speak with higher authority on the issues of this campaign than Richard Olney, who was President Cleveland's Attorney General during the railroad strike of 1894, and President Cleveland's Secretary of State when the Venezuelan message was sent to the British Government. He should know whether President Wilson's action in averting the railroad strike was a "surrender to force"; whether the Wilson foreign policy has been "timid and vacillating".

Mr. Olney seeks no political preferment; his interest is that of a retired statesman, of a wise, experienced, dispassionate patriot, who is concerned only with the welfare of his country.

Mr. Olney has written for the New York World a signed article in which he warns the American people against the danger sure to result from turning over their affairs to Mr. Hughes and the interests which would dictate his policies, foreign and domestic.

Where Was Hughes' Nerve?

Discussing the passage of the Adamson eight-hour law, Mr. Olney points out that the Republicans of the Senate, if they had really wished more time for consideration of the bill, could have obtained it by means of a filibuster, as a recognized Senatorial weapon, and adds:

"Why did not the Republican Senators resort to it and get all the time for deliberation they wanted? What was Candidate Hughes doing that he did not make the wires hot with messages to Washington—warning against the law the seventy-four Republican Representatives who voted for it and urging the twenty-eight Republican Senators to filibuster to the last ditch?

"But neither he nor the Republican leaders generally had the nerve to face the situation. With ample means in their hands to prevent legislation until after its due consideration, they deliberately elected that it should appear to be enacted under coercion in order that, after the great national deliverance had been effected, they might object to the mode of its accomplishment.

"A pettier and more ignoble game of politics never was conceived. In comparison, and in view of the sudden and extraordinary exigency sprung upon the country, President Wilson's course was characterized by both courage and common sense."

Of Candidate Hughes' conduct in the campaign, Mr. Olney remarks:

"No sooner was the nomination assured than the robes and ermine of the Judge fell from the candidate as if by magic, and there appeared in their place the motley wear of the ordinary office seeker—a transformation as sudden as that made by the wand of Harlequin in the pantomime, and a transformation showing how thin is the judicial veneer, and forever discrediting the United States Supreme Court as a training camp for high political office."

Has Kept Rudder True

In its conduct of foreign relations the Wilson Administration, Mr. Olney says, "has kept its rudder true and has won and deserved the respect and gratitude of the country."

The principles and objects of the Wilson foreign policy as stated by Mr. Olney have been:

First—To keep the country out of the great European war.

Second—To insist upon the existence and vitality of international law as determining its own status as a neutral, and defining its rights and obligations as such.

Third—To deal with the Mexican situation in a spirit of perfect fairness and friendliness to the Mexican people, now suffering from civil dissensions and revolution to an extent which leaves a large part of the country in a state of anarchy.

Mr. Olney shows that all these objects have been attained through the wise, patient and courageous diplomacy of Woodrow Wilson; that the President has kept the country at peace without dishonor; that under his leadership "the United States has rendered an inestimable service to belligerents and neutrals and to all mankind" in "steadily bearing aloft the banner of international law as the standard under which all civilized peoples must eventually gather."

Mr. Olney finds particular cause to commend President Wilson's Mexican policy. He stands with the President in declaring that the Mexicans have the right to work out their own destiny even through revolution.

Closing by asking what is likely to happen if the "Presidential tiller passes into new hands," Mr. Olney says that Hughes' inducement to change the existing foreign policies of the country will be very great.

"The American people can hardly fail to realize the danger and to refuse to put at risk the continuance of a foreign policy which, as a whole, must have their hearty approval."

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PENALTY OF A RIME.

Caustic Collingborne Paid For His Taunt at Richard III.

Did you ever hear of a spring poet who came to his death because of a rime? Doubtless many spring poets have merited the same fate, but in our day justice tarries and the world suffers in silence.

It was not thus when Richard III., last of the Plantagenets, ruled England. In the main the people who did not agree with the Duke of Gloucester were wise enough to keep their opinions to themselves, but William Collingborne thought to stretch poetic license to make it cover an attack on his majesty at a time when the murder of the two princes in the Tower ought to have taught prudence.

The king was under the sway of a beautiful and clever woman, Mrs Lovell, who was thought to dictate much of his policy, which was hopelessly bad. Now, Collingborne had recourse to the fact that the wolf dog was called a "lovel," and so he penned the famous rime, "The rat, the cat and lovel, our dog, rule all England under the hog." As a result, England was decidedly "on the hog."

Did the rime escape the eagle eye of Gloucester? Well, if it did it was not overlooked by the lady. That was a year before the famous battle of Bosworth, when the Earl of Richmond came to the rescue of his suffering people. Richard had put down Buckingham's rebellion, and all the traitors had paid the price with their heads, so another head more or less did not matter. Collingborne was summoned into court, given a perfunctory trial and sent to the block. However, there is no evidence that he was punished for writing atrocious poetry.—St. Louis Globe-Democrat.

SAVING OLD MANUSCRIPTS.

How Valuable Papers Are Mended and Mounted For Preserving.

There are not fifty persons in the United States who are skilled in the preservation and repairing of old manuscripts. One of them, says the University of Wisconsin Bulletin, may be found working on the third floor of the Wisconsin Historical library building at Madison, one of the six or seven institutions in the country that carry on such work scientifically.

About a generation or two ago a priest in the Vatican library at Rome originated and developed the process now in use in the taking care of old papers.

The first thing done in the process of preserving the letters is to place them between wet newspapers under a weight and leave them for five or six hours. This removes the creases and the dirt. Then they are put between wood pulp boards and left twenty-four hours and then between blotters to complete the drying process. The next step is to repair the paper.

The paper of some of these letters is so old when received that it falls to pieces if struck. This is strengthened by a layer of a sort of transparent cloth, on both sides of the piece of paper. Other letters need mending along the edges with parchment paper. To cover holes a piece of paper is glued over the edges and is left larger than the hole until dry. It is then cut down to the proper size, and the edges are sandpapered until smooth. After all such repairs are made the letters are mounted on large white sheets and prepared for binding.

Life of the Atmosphere.

The three gases, oxygen, nitrogen and carbonic acid gas, which are found in the air about us are constantly being used up. All living animal creatures are at all times taking oxygen out of the air to live on. Certain microbes are using up quantities of the nitrogen all the time, and the plants live on the carbonic acid gas. But while these different kinds of life between them use up the air, they give back something also. The plants give off oxygen The bodies of the animals and plants when they die decompose, and as they are full of nitrogen that is given back to the air in that way, and then all living creatures are always throwing off carbonic acid gas through their lungs, and thus everything that is taken out of the air is put back again. The plants live on carbonic acid gas and give us back oxygen. The living creatures live on oxygen and give off carbonic acid gas, and when they die their bodies put back in the air the nitrogen which the microbes take out, and so consumption and production are about equal all the time.—Philadelphia Press.

Rivers of Eden.

The Euphrates is one of the four rivers of Eden in the book of Genesis, and the Hiddekel, "which goeth toward the east of Assyria," has generally been identified as the Tigris But what were the Gihon and the Pison? Since the Gihon "encompasseth the whole land of Ethiopia" it is natural to suppose it to be the Nile, while the Pison has been found in the Ganges. But in this case, what was the main stream from which these four flowed? It could only be the ocean stream encompassing the earth, in which the ancients believed. Those who have wished to find accurate scientific geography in the record have been compelled to shift Eden up into Armenia and find the Pison and Gihon in minor streams or to conjecture with Luther that Noah's flood radically altered the original arrangements of the streams.—London Chronicle.

Life of a Phonograph Record.

The life of a record is a matter of some interest to the owner of a phonograph. With ordinary use a disk should last indefinitely. Of course the friction of steel, tungsten or sapphire on even the hard set material will eventually wear it out, but unless you play some particular piece many hours a day there is no deterioration. The question of "overtones" comes up in this connection. It has been stated that the overtones wear off a record more quickly than the notes of the dominant octave and thus spoil the quality of the recorded voice even while leaving pitch and volume unimpaired. It is true enough that the quality of any musical note depends largely on the overtones, but there is nothing in the theory that overtones are destroyed by normal playing of a record.—Richmond Times-Dispatch.

BOLD CAR THIEVES

Tricks of the Clever Crooks That Steal Automobiles.

DARING IN THEIR METHODS.

One of Their Pet Schemes Is to Disguise Themselves as Repairers and Openly Tow the Car Away—Ordinary Safeguards Are a Joke to Them.

The man who steals an automobile is one of the cleverest mechanicians in the country. He knows every make of car from the steering wheel to the tires, and there is scarcely any precaution taken by the owner of the car to safeguard his property that the automobile thief cannot beat.

Some car owners fondly imagine that when they chain the wheel of their car with a fairly thick steel chain they have made it impossible for any crook to move the auto from its anchorage. The simplicity of this safeguard must cause hilarity among the motorcar crooks, for the ordinary steel chain can be cut in a second with the appliances that the motor thieves carry in their outfit.

But most car owners consider they have made the car immovable by merely locking the switch box. It will interest them to know that the car thieves can beat this precaution very easily. The clever mechanician who makes a business of stealing cars can cross wires so as to cause ignition and move the engine without bothering with the switch box at all. A method that is kindergarten to the car thief is to connect wires from the dry cell battery direct to the ignition coil, thus starting the motor without difficulty.

Some cars have devices by which the gasoline supply can be locked, and this is regarded by some owners as placing a hopeless barrier in the way of the thief who would run off with the standing car. For how can a car be moved when the supply of gasoline is shut off? Nothing easier. The motorcar thief carries with him his own supply of gasoline in a flask. With this gasoline the automobile thief can negotiate a good run with the car by connecting his flask of gasoline direct to the carburetor. Feeding the gasoline to the carburetor through a rubber hose, the automobile thief can send the car sufficiently far to enable him to put the gasoline tank and the car in regular commission and speed where he will to safety and a sale.

But the commonest and therefore the safest trick of the automobile thief requires no expert mechanical knowledge. It simply requires nerve, which these thieves possess to an unusual degree. This trick is the old one of driving up in an auto that looks like a garage repair wagon, hitching a rope to the car that is to be stolen and towing it away. The thieves dress for the part in oil soaked overalls. When they have selected the car to be stolen, picking one that is in a side street and not likely to be under the eye of a policeman who may have been tipped to watch the car, the thieves come up to the scene in their old car, looking like the ordinary crew sent for from the garage to repair a car that is in trouble or isn't working as well as its fastidious owner would wish.

They alight from their own car and make a great pretense of examining the car that they intend to spirit away. They remove the hood and scrutinize the motor. They get out a kit of tools and tinker for awhile with some part of the machinery. If any one should happen to be watching them or looking on from a neighboring window all the men do has the appearance of natural work by honest workmen from the repair shop. Presently the men hold a consultation, pointing to some part of the motor machinery, and apparently come to the conclusion that the car cannot be started with the tools at their command. Then they hitch a rope to the car and tow it away at the end of their own car. Could anything be more simple?

How can you beat such a game as this? Carrying away part of the machinery does not prevent the thieves from towing the car away. One sure way to prevent robbery is to have the car watched. The policeman on that patrol will keep an eye on it if you are only going to make a visit to some office building and coming back in a short time. But if you keep your car in the street the entire day no one can watch it. You are simply taking a chance with the car thieves.

There are other ways of making the path of the motorcar crook as steep and difficult as possible. One motorist believes he has solved the thief problem by having a slot cut in the clutch pedal shaft. Through this he passes a bar which he locks. So far his car has not been stolen. Another way is to remove the rotor. This makes it very difficult for any thief to steal the car, for he would have to carry a number of rotors to be sure of having one that would fit that particular motor. — Philadelphia North American.

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Coffee	18½c	Any kind Tobacco except Gravely	41c
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