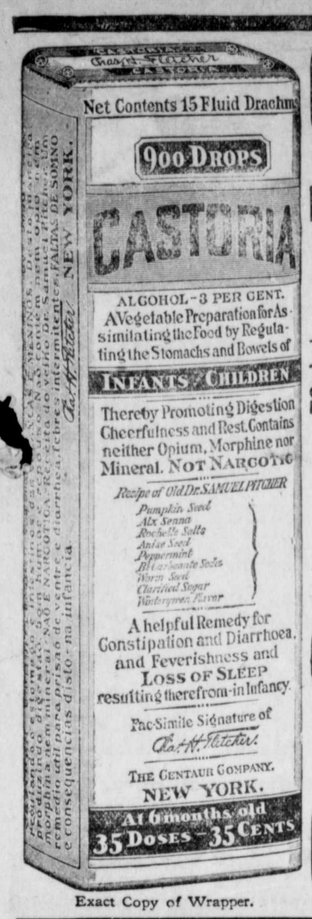

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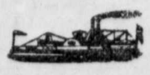

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Steamer will leave Baltimore Thursdays at 7.00 A. M. for Betterton, Sassafras River Landings and Tolchester, returning same day.

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This Is Our Winter of Test

SERVING food is a local problem for each community. Prices and definite rules for every one cannot be formulated. It is a duty for each one to eat only so much as is necessary to maintain the human body healthy and strong. This winter of 1918 is the period when is to be tested here in America whether our people are capable of voluntary individual sacrifice to save the world. That is the purpose of the organization of the United States Food Administration—by voluntary effort to provide the food that the world needs.

U. S. FOOD ADMINISTRATION

NEED BIG HERDS

Europe's Meat Supply Must Come From America.

Warring Nations Have Depleted Live Stock at Enormous Rate, Even Killing Dairy Cattle For Food.

American stock breeders are being asked to conserve their flocks and herds in order to meet Europe's tremendous demands for meats during the war and probably for many years afterward.

The United States food administration reports that American stock raisers have shown a disposition to co-operate with the government in increasing the nation's supply of live stock.

Germany today is probably better supplied with live stock than any other European nation. When the German armies made their big advance into France and then retreated virtually all the cattle in the invaded territory — approximately 1,800,000 head—were driven behind the German lines.

But in England—where 2,400,000 acres of pasture lands have been turned into grain fields—the cattle herds are decreasing rapidly. One of the reasons apparently is the declining maximum price scale adopted by the English as follows: For September, $17.76 per 100 pounds; October, $17.28; November and December, $16.08; January, $14.40. The effect of these prices was to drive beef animals on the market as soon as possible.

In France the number of cattle as well as the quality have shown an enormous decline during the war. Where France had 14,807,000 head of cattle in 1913, she now has only 12,341,900, a decrease of 16.6 per cent. And France is today producing only one gallon of milk compared to two and one-half gallons before the war.

Denmark and Holland have been forced to sacrifice dairy herds for beef because of the lack of necessary feed.

Close study of the European meat situation has convinced the Food Administration that the future problem of America lies largely in the production of meat producing animals and dairy products rather than in the production of cereals for export when the war will have ceased.

BRITISH GOVERNMENT HELPS PAY FOR BREAD

There has been much misunderstanding about the bread program in England. It is true that the Englishman buys a loaf of bread for less than an American can, but it is poorer bread, and the British government is paying $200,000,000 a year toward the cost of it.

All the grain grown in Great Britain is taken over by the government at an arbitrary price and the imported wheat purchased on the markets at the prevailing market price. This is turned over to the mills by the government at a price that allows the adulterated war bread loaf of four pounds to sell at 18 cents, the two pound loaf at 9 cents and the one pound loaf at 5 cents.

In France, under conditions somewhat similar, but with a larger extraction, the four pound loaf sells for 16 cents.

MAKING MEATLESS DAYS PERMANENT.

In the meatless menu there is a fertile field for developing new and nourishing dishes, according to E. H. Niles, writing in the Hotel Gazette, who believes that the present shortage of meat and fats will not end with the coming of peace, but may grow more acute and continue for five or six years, thus making it worth while to develop menus of grain, vegetables and fish on a more meatless permanent basis. Meat can be replaced by cereals and other protein foods, or may be served in very small portions as a flavoring for other food. In making up meatless menus this author finds our American Creole and southern cuisine a broad field for investigation.

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RECOVERS OCTANT LOST MANY YEARS

Owner Recognizes It in Collection of Instruments.

REPORTED LOST BY BORROWER

Captain McGray Loaned Fine Old English Octant to Friend 32 Years Ago, Who Later Reported It Lost at Sea —Owner Finds It in Collection in Possession of United States Shipping Board.

Thirty-two years ago Capt. Arthur N. McGray of New York, secretary of the Neptune association, an organization of captains, mates and pilots in the merchant marine, owned a fine English octant, which had been presented to him in 1876, and which had guided him safely across many leagues of pathless ocean.

A friend sailing out of Gloucester, as Captain McGray also sailed in those days, felt the need of a navigating instrument for use on a fishing trip to the Grand Banks, and Captain McGray loaned him his octant.

The two mariners pursued their respective voyages, and made yet others before they met again. Then the borrower of the octant reported that he could not return it, as he had lost it with his vessel at sea.

Remembered It Exactly.

Captain McGray never ceased to regret the loss of his octant, which was brought to mind every time he saw a sextant, its successor among navigating instruments. Through 32 years he remembered exactly how the lost octant looked.

One day recently Captain McGray was at national headquarters of the United States shipping board recruiting service at the Boston custom

Capt. Arthur N. McGray and His Octant.

house, when his attention was attracted by a number of navigating instruments arranged on a table.

Each instrument was in its own mahogany case. Pointing to one of the cases, which was of odd shape and much weather-beaten, Captain McGray remarked: "That looks like the case I used to keep my octant in years ago; I have never before seen another like it."

Opening the case and glancing at the instrument within, the captain said:

"That is an exact duplicate of my old instrument—made by the same people, in London. Mine had the first initial of my name, A, carved in a little ivory plate on the back of the frame."

The instrument was removed from its case. On the back of its frame was found a yellowed ivory plate, and on the plate, neatly carved, was the letter A.

His Long Lost Octant.

There could be no doubt that this was Captain McGray's long-lost octant. Inquiry showed that it had come into the possession of the shipping board last summer, when Henry Howard, director of recruiting for the board, issued an appeal to the public for contributions of navigating instruments to overcome a temporary shortage in the schools in navigating maintained by the recruiting department for training officers for the merchant marine.

The instrument had been presented to the board by William E. Tucker, a fire department engineer of Gloucester, Mass. In response to inquiries Mr. Tucker stated that it was given to him years ago by a sailor, who did not tell him where he got it. The mystery of how it escaped the sea, when lost by the man who borrowed it, therefore could not be cleared up.

Mr. Tucker consenting, and the shortage of instruments for the schools having been overcome, Mr. Howard restored the instrument to its original owner, who now has it in his office at 15 Whitehall street, New York.

Couple Remarry After Five Years.

John E. Hurley and wife, from whom he was divorced five years ago, were remarried in Chicago, one hour after a chance meeting at a railroad station. They have a son six years of age.

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CONSIGNMENTS SOLICITED.

HER IRISHMAN

By LOUISE OLIVER.

Clara Jane fairly staggered into the room—she was so tired.

Off came the hat with a jerk. The poor little stick-up got a vicious tug and was flung across the room and out of the window. "I hate hats! I've sorted feathers today till I'm full of them. I eat them, breathe them, ugh—I can't even look at a bird. And I'm hungry!"

The contents of several paper bags did not look inviting—crackers in one, stale rolls in another and some old apples with wrinkles. She sighed. "I wish I had some of mother's waffles and chicken, and some corn pudding and caramel sweet potatoes and chocolate cake and custard pie and—"

"Some griddlecakes and country sausage and apple dumplings and—" The masculine voice stopped. Clara Jane turned and stared open-mouthed at the unexpected person in the doorway. He evidently encouraged confidence, for she answered sadly: "I've nothing left to remind me of home but my name. I hang on to every inch of it."

"But you can't eat that," said the man. "It's awful to be hungry."

"How did you get here?"

"This came out of the window. I looked up and saw no one. I rang the bell. A fat woman answered it. I handed this in. She said instantly: 'It's Miss Amherst's. You take it up.'"

"For goodness sake, don't ask thanks for that. I hate it. I threw it out. I never want to see a feather. I work with them all day."

"Now I must go. But, say, will you do something for me? I'm going to a party and my only pair of gloves need mending. Do you think you could put in a stitch?"

"Yes, indeed! I'll be glad to."

"Then I'll be going by in fifteen minutes. I can't come up. Have you anything you can let down?"

"I'll tie a string to my hat."

"But when they are done, what will you do?"

"When they're done! Oh, I'll just whistle."

Fifteen minutes later Clara Jane drew up the hat, basketlike, containing a large paper parcel that smelled delicious when opened.

Sausages, a soft-shelled crab, a baked potato, hot rolls, butter, marmalade and cake from a nearby restaurant. "I'll have to eat."

So she did—even the potato skin. Then she waited for the whistle, all evening, but none came and she was glad of it after all. She was beginning to like her Irishman.

Clara Jane awoke with the birds, country fashion, put an old buckle on her hat where the feather thing had been and drank some coffee made over the gas jet. Then she went to work.

Her particular department of the big store was feathers. "I hate to go in," she protested as she tied on her apron, "I wonder if they won't give me roses and flowers instead. That's the floor above and it would be a change of scene as well as occupation. If I ever get into the trimming department I'll know the millennium has come!"

"I think it's here," said a voice suspiciously like the Irishman's.

She was talking aloud and didn't know it. It came from loneliness.

Clara Jane turned and confirmed the suspicion. "Where are the gloves I was to mend?"

His face fell. "I forgot all about them."

"You told a story!"

"A downright black lie. It's terrible sorry I am."

"You don't look it. Anyway you are forgiven."

"Thank heaven!"

"The crab was fine."

"Yes'm!"

"And the sausages were better!"

"Yes'm!"

"Don't say that again. And the potatoes and rolls and all the rest of the stuff were delicious! It saved my life." She bent her arm. "I'm as strong as Samson this morning. I could pluck an ostrich, much as I hate feathers."

"I came to see about it."

"About what?"

"Giving you another position. This is my store, Miss Lady-From-the-Country-Who-Needs-All-Her-Name."

"My name is Clara Jane Amherst. I suppose you are Mr. Terry if you own the store."

"You don't seem much impressed!"

"I'm not. I hate the old place. Anyway I'd rather work with the flowers."

"Won't anything else do?"

"Well, I can't starve, so I can't leave. If you order me to the cellar to shovel coal I'll have to go."

"Worse than that. I'm going to order you out of the store and into my house, if you'll go. I never wanted a wife until yesterday and she introduced herself by throwing things at me. That's the spirit I like. Suits my Irish blood. What do you say, mavourneen—will you come?"

"Welll, you are direct. I—I don't—"

"That's no way to begin. Try it again."

"Well—maybe I—"

"That's better. Go on."

"Perhaps I will."

"Fine. When do you want to be fired?"

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Relief.

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"No. But the next best thing is happening. She's getting tired of it and won't practice."

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	A.M.	A.M.	P.M.	P.M.	P.M.
Elkton		8.35	12.30	3.20	5.35
Chesapeake City		8.56	12.50	3.40	5.55
Cayott Corner		9.05	1.00	3.50	6.05
Bohemia Bridge		9.10	1.10	3.55	6.10
Cecilton		9.20	1.20	4.05	6.20
Fredericktown		9.30	1.30	4.15	6.30
Georgetown		9.35	1.35	4.20	6.35
Galena	8.00	9.40	1.40	*4.25	6.40
Locust Grove	8.15	10.00	1.55		
Kennedyville	8.25	10.10	2.05		
Chestertown	8.50	10.35	2.30		

*This car will continue to Chestertown when carrying through passengers.

WEEK-DAY SCHEDULE GOING NORTH.

	A.M.	A.M.	P.M.	P.M
Chestertown		9.00	12.30	3.05
Kennedyville		9.25	12.50	3.25
Locust Grove		9.35	1.00	3.30
Galena	7.00	9.50	1.10	3.45
Georgetown	7.05	10.00	1.20	3.55
Fredericktown	7.10	10.05	1.25	4.00
Cecilton	7.20	10.15	1.35	4.10
Bohemia Bridge	7.30	10.25	1.45	4.20
Cayots Corner	7.35	10.35	1.50	4.30
Chesapeake City	7.45	10.45	2.00	4.40
Elkton	8.05	11.10	2.25	5.00

SUNDAY SCHEDULE GOING SOUTH.

	A.M.	P.M.	P.M.
Elkton	9.20	2.30	4.30
Chesapeake City	9.45	2.50	4.50
Cayots Corner	9.55	3.00	5.00
Bohemia Bridge	10.00	3.05	5.05
Cecilton	10.10	3.15	5.15
Fredericktown	10.15	3.25	5.25
Georgetown	10.20	3.30	5.30
Galena	7.30 10.25	3.35	5.35
Locust Grove	7.45 10.40	3.45	
Kennedyville	7.55 10.50	3.45	
Chestertown	8.25 11.20	4.20	

SUNDAY SCHEDULE GOING NORTH.

	A.M.	P.M.	P.M
Chestertown	8.45	2.00	4.30
Kennedyville	9.10	2.25	4.55
Locust Grove	9.20	2.35	5.05
Galena	8.00 9.30	2.45	5.15
Georgetown	8.10 9.40	2.55	
Fredericktown	8.15 9.45	3.10	
Cecilton	8.25 9.55	3.20	
Bohemia Bridge	8.35 10.05	3.25	
Cayots Corner	8.40 10.10	3.20	
Chesapeake City	8.50 10.20	3.35	
Elkton	9.10 10.45	4.00	

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Locust Grove	.45	Cayots Corner	.45
Galena	.60	Bohemia	.50
Georgetown	.70	Cecilton	.60
Fredericktown	.75	Fredericktown	.75
Cecilton	.90	Georgetown	.80
Bohemia Bridge	1.00	Galena	.90
Cayots Corner	1.05	Locust Grove	1.05
Chesapeake City	1.20	Kennedyville	1.20
Elkton	1.50	Chestertown	1.50

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