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30c Perfection Oil Stove Wicks **20c**

60c Bound Collar Pads **39c**

Men's Heavy Work Sox **12 1-2c**

75c Asparagus Knives **60c**

Asparagus Twine **20c lb.**

Standard Binder Twine **22c lb.**

3-5c Rolls Toilet Paper **10c**

Large Galvanized Tubs **98c**

Mason's Galvanized Jar Tops, doz. **20c**

$6.50 Heavy Milk Cans **$4.25**

Men's Blue Chambra Work Shirts **75c**

Men's Bib Ovralls, all sizes **95c**

40c Men's Dress Suspenders **25c**

Mason's Half Gal Jars **79c doz.**

Mason's Quart Jars doz. **69c**

Mason's Pint Jars, doz. **59c**

40c Light Percale, 1 yd. wide	25c
40c Dress Ginghams, yd	25c
Hill Bleached Muslin, yd	18c
Lancaster Apron Gingham, yd	16c
75c Linen Table Cloth, yd	42c
30c Heavy Bed Ticking, yd	20c
30c Dress Gingham, yd	19c
30c 1 yd. Wide Percale, yd	19c
30c Long Cloth, yd	19c
25c Creton, yd	19c
$1.25 Silk Poplin 1 yd. wide, yd	$1.00
$16.00 3-Burner Ideal Oil Stove	$12.00
$20.00 3-Burner Perfection Oil Stove	15.98
$20.00 3-Burner Puritan Oil Stove	15.98
$20.00 3-Burner Taylor Oil Stove	
$16.00 9x12 Crex Rugs	10.98
$25.00 12x12 Crex Rugs	18.98
$6.50 9x12 Matting Rugs	4.75
$12.00 9x12 Wool Fiber Rugs	8.98
$20.00 9x12 Linoleum Rugs	14.98

GROCERY SPECIALS

1 lb. Can Crisco	28c
1-2 Gal. Bucket with Molasses	35c
Best Porto Rico Molasses, gal	75c
3-Lb. Can Tomatoes	12 1-2c
Ritter's Baked Beans, can	12 1-2c
Large Can Pet Milk	12 1-2c
Granulated Sugar, lb	9 1-2c
Large Box Matches	5c
30c Loose Coffee, lb	22c
15c Can Colgate's Talcom Powder	12c
Rumford's Yeast Powder	12c
What Knox Tobacco, plug	12 1-2c

Japan Matting, by role, yd	$ .37
Heavy China Matting, by role, yd	48c
2 Yd. Wide Congoleum, square yd	.49
27-inch Linoleum Runner, yd	.59
$25.00 Leather Couch	15.98
Iron Bed Steads	$3.98 to $25.00
Bed Stead and Spring Combination	19.98
Ostomoor Mattresses	10.98
$10.00 Oak Wood Bed Steads	5.75
$10.00 6-foot Extension Tables	5.98
$35.00 Bureaus, Bevel Mirror	18.50
$20.00 Hall Rack with Mirror	10.00
$40.00 Buffffets, French Bevel Glass	25.00
$20.00 Bureaus	14.98
$3.50 Cain Seat Rockers	2.45
$8.50 Large Trunks	5.50
$5.00 Small Trunks	3.50
$25.00 Double Set Wagon Harness	17.50
Single Carriage Harness, set	19.00
Single Dearborn Harness, set	8.75

Men's Heavy Canvass Gloves **15c**

10c Ladies' Handkerchiefs **5c**

75c Men's B. V. D. Style Shirts or Drawers **48c**

$1.00 Men's Union Suits Knee Length **65c**

65c Men's Balbriggan Shirts or Drawers **45c**

75c Boys Union Suits **48c**

Boys' Khaki Pants **65c**

75c Children's Rompers **48c**

10 Qt. Galvanized Buckets **35c**

25c Ladies' Hose, Black or white **15c**

$4.00 Men's Dress Shoes **$2.75**

$2.75 Men's Elk Skin Shoes **$1.98**

$4.00 Men's Elk Skin Shoes **$2.75**

$6.00 Ladies' White Nubuck Shoes **$3.98**

$2.50 Ladies White Canvass Shoes **$1.98**

Children's Oxfords, Patent or Gun Metal **$1.25**

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Tolchester Company

SPRING SCHEDULE



(Weather Permitting)

SASSAFRAS RIVER LINE

In effect March 8, 1919.
MONDAYS AND WEDNESDAYS
Leaves Fredericktown at 6.30 a. m., Betterton 7.45 a. m., Worton Manor 8.45 a. m., Tolchester at 9.45 a. m.
TUESDAYS AND SATURDAYS
Steamer will leave Baltimore at 2.45 p. m. for all of the above ladings. Does not stop at Tolchester on Saturday.

PORT DEPOSIT AND HAVRE DE GRACE LINE

In effect 2.45 p. m., March 7, 1919
MONDAYS, WEDNESDAYS, THURSDAYS AND FRIDAYS
Steamer leaves Baltimore at 2.45 p. m for Tolchester, Betterton, Havre de Grace and Port Deposit.
TUESDAYS, THURSDAYS, FRIDAYS AND SATURDAYS
Steamer will leave Port Deposit at 6.30 a. m., Havre de Grace at 7.00 a. m., Betterton 8.15 a. m., Worton Manor (Friday) at 9.00 a. m., Tolchester (except Saturday) at 9.45 a. m.
TOLCHESTER SATURDAYS
Beginning March 8
Steamer Emma Giles will leave Baltimore at 7.00 a. m. and 2.30 p. m. Will leave Tolchester at 9.00 a. m. and 4.30 p. m.

For further information apply to agents at different wharves, or

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+ THE +

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G. E. Owens, Betterton.
Joseph Downey, Rock Hall.
Barclay Kilbourne, Fairlee.
A. S. Walls, Sudlersville.
R. W. Moffett, Millington.
F. H. Ruth, Galena.
W. J. Sparks, Crumpton.
F. E. Thomas, Kent Island.

THOMAS W. ELIASON, President.
EBEN F. PERKINS, Sec. and Treas.

The interests in the garage business of Bacon & Jessop have been taken over by C. Arthur Bacon, the former owner.

Thanking the public for their support to the firm and trusting we may receive a portion of your trade in the future, I beg to remain,

Very truly yours,

C. ARTHUR BACON.

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UNDER THE STARS AND STRIPES



The following letter is from Mr. Philip Kratzer, well known in Chestertown, to his mother. Mr. Kratzer is now in France and the letter is dated April 7.

The letter follows:

Just returned from taking a convoy of English trucks up to Gieves, about forty miles beyond Tours. Had two letters waiting for me. We left here Saturday noon in a driving rain storm and only made about fifteen miles that day. The trucks we were driving were used by the troops when they first arrived over here and so you can imagine they weren't in the very best condition. One of the boys drove his truck the entire way, about 200 miles, without any tires on his rear wheels. When he would go through a town the noise was so terrific that he'd scare all of the live stock in sight, which was considerable. We took the same route as far as Tours that we took when we went to Dijon. We stayed at a deserted medical camp with the exception of one officer and twelve men our first night out. We never left until the next day as it was still raining and several of our trucks were stuck in the mud inside of the camp. We made Barberzieux that night where we were billeted around in private houses. There was an old man and his wife and daughter where I stayed and we all sat up quite a while enjoying the cognac and trying to talk to each other. I'm not very much on French, as I lost my French book shortly after I arrived in France and never replaced it. Our next step was some place—can't think of the name—where we slept in the town fire house up in the loft on a lot of straw. Had my first taste of goat's milk here and it wasn't bad. Bought myself some eggs and hard boiled them over the fire, where we made our coffee. Believe me, they tasted fine, as all we had was hard bread, bully beef, canned tomatoes and beans and they are not much when you eat them cold three times a day. The army has done one thing for me—it sure has brought my stomach around where it won't turn down anything now that is at all eatable and I'm getting fat on it. We left next morning about 10.30, after all of the trucks had been towed by a Y. W. D. truck, which was brought along for that purpose, until the motor started firing. That was the only way we could crank them, after they once got cold, except once in a while. First Lt. Hartley, of the Y. C., had charge of us and he surely treated us white. We never had breakfast before 8 o'clock and it usually was nearer nine than eight. We stopped at Ruffec, where a bunch of negro troops are stationed. It was here where I slept for the first time between sheets in a French hotel. There were four of us in the room, two double beds, and it only cost ten francs all together. Stripped down for the first time and had a fine night's rest. There were two cafes here where the negro troops danced every evening to a mechanical piano. We watched them dancing with the French girls—not much for looks, but still white.

We made Poitiers next day. It is a wonderful old city with a wall and towers surrounding the original city. All of the old cities of France are built on the highest elevation around that part of the country. The streets are very narrow, hardly wide enough in some places for a cart to pass. There is nothing like a front porch, only a blank wall pierced here and there by a window or door. Usually in the rear you'll find their gardens with pools and shady nooks. We slept in a deserted building. The rest of the boys slept on the bare floor, but I had a nice cupboard to sleep in. It was not quite two feet wide, but was up off the floor and was not so bad as you would think. We went through Tours the next afternoon and started down a narrow road. Several of the cars ran off the road and had to be pulled out. Had a good laugh at some of them but I didn't know what was coming. I was towing a truck that had gone dead the day before and while trying to pass a Frog in his cart on the narrow road the first thing I knew I was sinking down off the road into four feet of water. I stopped the motor and climbed out. The truck was leaning at about 45 degrees. We put four trucks on it, but they could not move it. We sent into Tours for a Holt caterpillar tractor and as they could not send it out until the morning we camped there that night at a little village. The Frogs would not let us sleep in their barns, so most of the boys slept in the trucks. Another boy and myself got some old canvass and slept on the ground by the fire. The Holt tractor showed up about 10 o'clock next morning and pulled the old truck out, but got mired itself. It was still there when we left, as they had to send in for another tractor. Drove the truck into Gieves that night and turned it over the next morning at the Motor Reception Park. Sure was glad to get rid of it, as it almost pulled your arms out trying to keep it in the road. The camp is the largest in France with a capacity of 500,000 men. All the doughboys that saw action were trained there. There is also an immense aviation field here too. I would not be surprised if Henry had been here. Saw some of the German trucks they are taking back to the States for the next Liberty Loan. There are forty-nine, one for each state, and one for Washington, D. C. We left Saturday afternoon and arrived back here at 7.30 Sunday night. Went through the Delousing Station at Genicart and got shed of those cute little things. Have got the French itch now to keep me busy. It is quite the thing over here now and, besides, it makes you forget you are a soldier occasionally.

Sent home a book of A. E. F. cartoons by Wally, the funny man of the Stars & Stripes newspaper. Hope you got them. Did not get paid last month as we went to Dijon. The 304th Brigade sailed last month. Heard that the boat struck a mine and 550 tankers were lost. Hope it is not so.

Allen M. Reynolds, of North East, has reached the United States after thrilling experiences. He enlisted as a seaman on a British horse transport before the U. S. declared war. He was captured by the German raider, Moewe, saw his own ship blown up, and was kept under deck with hundreds of other prisoners for five months, then taken to Germany where he spent 21 months in various prison camps and was kept on the verge of starvation for months, his only diet being turnip soup.

The 117th Trench Mortar Battery arrived in Baltimore Saturday. Capt. Robert Gill is in this battery, which has done exceptionally good work on the battlefields of France.



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