Just What You Are Looking For

H. SACHS & SON

ARE NOW SHOWING FOR MEN, WOMEN AND CHILDREN HOT WEATHER WEARING APPAREL

Light weight Silk Dresses made with Georgette sleeves, all colors. Prices from $18.50 to $25.00.

Silk Poplin Dresses, all desirable shades. Prices from $7.50 to $9.95. Sizes to 50.

Beautiful Checked Lawn and Voile Dresses, made in very pretty style overskirts—$9.00 to $12.50.

Wash Skirts, vast selection of Linen, Gabardine, Fancy Plaid, Piqué, Serge and Poplin. Prices $2.00 to $6. Sizes 23 to 40, waist measure.

New Waists—Georgettes, Crepe-de-Chene, etc. Prices $4.95 to $7.50.

New Voile and Organdie Waists, made very pretty, round necks, etc. Prices $1.25 and $3.50.

CHILDREN'S WHITE DRESSES, made of fine Organdie, Voile, etc., with overskirt effects, trimmed in ribbon sashes, etc. Prices $1.50 to $7.00.

MEN'S Cool Cloth and Mohair Suits. Just what you want for hot weather. Prices $9.95 to $16.50.

Very Stylish Waist-Seam Suits, made of blue serge, navy blue and green flannel, dark grey worsteds, etc. Prices $19.95 to $30.00.

BOYS SUITS, made with and without belts, also waist seam models, made of blue serge, dark grey worsteds, etc. Prices $7.50 to $20.00.

BOYS' PALM BEACH SUITS, dark grey, tan, green, etc. Price $8.00, value $10.00.

STRAW HATS FOR MEN.
Panama Hats—$2.50 to $4.00.
Porto Ricans—$1.75 to $2.50.
Sennets—$1.75 to $3.00.

We also have a full line of Ladies' and Men's Underwear.

H. SACHS & SON,
Leaders in Ladies' and Men's Wear
Toulson Building Chestertown, Md.

The best in his Pack
THE FREE
SEWING MACINES

THIS is a day of necessity—not extravagance and Santa's gifts are consistent with the day. Not foolish trinklets and novelties but necessary articles like a sewing machine—a sewing machine which will enable you to cut your clothes bill in hlalf.

Santa has left the FREE sewing machine above illustrated at my store for your inspection. Coom in and let me show it to you. If you decide hat you want to own it.

We Will Allow You $12.00 For Your Old Sewing Machine.

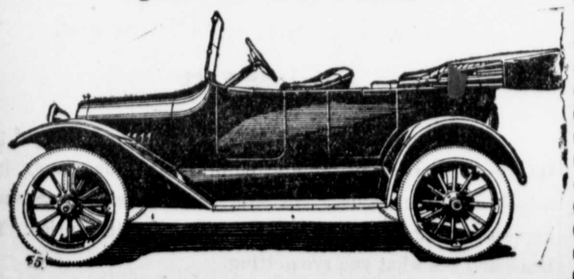
JOHN BARTLEY,
Chestertown, Maryland.

The Chevrolet "Four-Ninety" Touring car is comfortable to ride in, and easy to drive. It has weight enough to keep to the road at all times. It has ample spring suspension. The seats are well upholstered, deep and roomy. And it is an easy car to handle in close traffic.

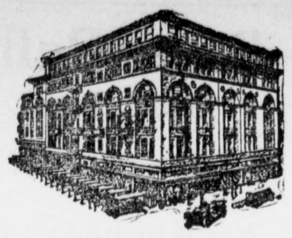
If you are intertested in a profitable and pleasurable investment, come in an inspect our line of Chevrolet models, then ride in one. You will be surprised how enjoyable and smooth riding they really are, and their economy of operation will also interest you.

CLARENCE NEWSOME,
BETTERTON, MD.

W. L. NEWSOME & CO.,
CHESTERTOWN, MD.
Agents for Kent County.



Chevrolet "Four-Ninety" Touring Car, $735, f.o.b. Flint, Mich.



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call and examine our shop-made Wagons and DEARBORNS. Also ourline of

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New Idea and Steel Clover Head Manure Spreaders, C. B. and Black Hawk Corn Planters, No. 11 Oliver Sulky Plows, Walking Plows and Cultivators No. 4 Int. and Ohio Sulky Cultivators, McCormick and Osborne Spring Harrows, Clark's Cutaway Harrows, McCormick and Thomas Crown Double Speed Mowers.

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Mares After Foaling Need Best of Care

Good care of the mare after foaling will always repay the farmer. Lack of care and attention when they are needed may often result in the loss of the mare or in bad after effects.

The mare should not be fed heavy grain or hay for the first 24 hours after parturition and the first feeding should consist of a bran mash with a little cooked flaxseed meal in it. A little oatmeal soaked in warm water also is appropriate. If the mare is constipated give laxative feed. In 2 or 3 days, if doing well, she may be put back on dry feeds. In a week, if she is put back to work, she can have full feed. The mare may be put in harness, if light work is done, 2 or 3 days after foaling, but it is hard on the foal and may injure the mare's udder. It is best to turn the mare and colt in a lot where they can exercise and yet be quiet, but care should be taken at first to see the foal is not chilled by staying out too long in cool, disagreeable weather or by lying on cold, damp ground. They should not be on grass if the mare has not been on grass before.

In a little over a week the mare may be safely put to work provided she previously had been worked. If the foal is left in the stall, the mare should be brought to the stable in the middle of the forenoon and afternoon in order that the foal may get its food, but in no case should a foal suckle a mare that is very warm, as digestive disorders are likely to follow. If possible, do not use the mare for purposes which will keep her away from the farm for a long time, as the foal will either go too long without nursing or else will be worn out by following the mare. When left at the stable the foal should be kept in a roomy, clean box stall in company with another one of about the same age if possible.

At about 2 months of age the foal will take dry feed, which should be supplied through the dam's grain box. This makes it necessary to furnish her with such feeds as ground oats, corn meal, and bran. A little later on a "creep" should be built in the stall or pasture, inside of which the foal can be supplied with grain without having to share it with its mother. A creep is simply a partition that will keep the mare out of the inclosure, but which is far enough from the ground so that the foal can walk under it. A handful of ground oats should be given at first, and the quantity should be increased slowly as the foal grows. The maximum amount should be about 1 pound a day till weaning time.

Several lighthouses on French coasts have been equipped with lenses that enable their lights to be seen 50 miles.

MARYLAND'S HORSES WORTH $17,484,000

STATE HAS 171,000 HORSES AND 25,000 MULES ON FARMS AND CAN RAISE MORE.

FACTS BY DR. A. F. WOODS

There are 171,000 horses, valued at $17,484,000, and 25,000 mules worth $3,325,000, on Maryland farms today, according to figures made public by Dr. A. F. Woods, president of the Maryland State College of Agriculture.

A good part of these horses form the nucleus from which to produce better horses of all breeds, if the farmers of the state will give more attention to the selection of the proper stallions and good mares.

Both heavy draft animals and lighter horses for cavalry purposes can be bred in Maryland with profit to the breeders, for there is a movement on foot by the Maryland Breeders' Bureau to have the Army Remount Service take options on all colts of the light type which conform to cavalry specifications.

If this plan is successful farmers who have light mares can breed them profitably to thoroughbred stallions, for they will be assured a market for this type of horse, which is not always suitable for heavy farm work.

Doctor Woods advocates such a plan, saying that if the Government wants Maryland farmers to breed lighter horses it should furnish stallion service and make arrangements to take the colts which come up to cavalry specifications. This would leave the heavier horses on the farms to do the farm work.

The Eastern Shore, said Dr. Woods recently, according to a Baltimore newspaper, could profitably develop the lighter horse. At present the Eastern Shore is not a horse raising section. To aid in this work, the Maryland Breeding Bureau offers stallion service almost free.

That Maryland is coming into her own, generally speaking, so far as horses are concerned, is shown by the increased interest being taken in the horses classes at the various fairs.

The Hagerstown and Frederick fairs this year, the Timonium fair and other county fairs, are offering excellent awards to the various classes and are doing much good in that way.

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.

OPPOSED OIL PIPE LINES

Teamsters Defeated Proposition Which Had Its Origin in Brain of Heman Jones, Pennsylvanian.

It was an American, Heman Jones of Erie, Pa., who first conceived the idea of the construction of an oil pipe line. It was to be of wood four inches in diameter, but was not executed. A year later, in 1862, a bill was introduced into the legislature authorizing a pipe line from Oil Creek to Kittanning, Pa., (the state in which oil was first discovered), but it got no further, through the opposition of 4,000 teamsters. In fact, for some years the teamsters made impossible the success of the pipe lines. They were doing very well out of the existing methods of transportation, earning $10 to $30 a day, and they viewed with vindictive disfavor the loss of dollars and weekly revelries. Both in 1863 and in 1865 the teamsters wrought havoc on the two pipe lines constructed in those years. Eventually progress gained the day, and many lines were laid, including one 102 miles long in 1880. It was not, however, till John D. Rockefeller and his associates took the matter in hand, eliminating all the old-fashioned methods of production and transportation, that petroleum began to be the power and profit it is today. In 1860 the United States production of petroleum was 21,000,000 gallons. In 1917 it had risen to 13,440,000,000 gallons. Gasoline is still the chief derivative, but fuel oil has a great future.

BELGIANS PROUD OF CITIES

In Their Centers of Industry They See Embodied the Glorious History of the Past.

No man shall say we love our land less than a Frenchman loves France, less than a Belgian loves his native land. We have our holy cities, Winchester and Canterbury, and a hundred more whose old names are dear to speak. Yet I believe, writes "Londoner" in the London Evening News, that the Belgian has a patriotism of the city, of the town, which we never had.

The story of that love for the city is all the history of Belgium. The history of the freedom and the wealth and the ancient arts of Belgium is in the history of Antwerp and Bruges, of Brussels and Ghent, and Louvain and Ypres. It begins with the building of the town wall, with the market that grows up behind the shelter of walls and armed gates, with the raising of the tall belfry, the town's pride, and the hanging of the bells.

If you were a tourist who could see the glory of old Flanders and Brabant, you would look not at the cathedral or the church, although Belgium has many noble old churches, but at the town hall and the belfry. The like of them is not in any other country.

First to Teach Deaf Mutes.

The first American institution for the education of the deaf and dumb was founded in Hartford in 1917 by Dr. Thomas H. Gallaudet, who was born in Philadelphia 131 years ago. He was educated at Yale and at Andover Theological seminary, and it was his intention to enter the ministry. Before leaving Andover, however, he had decided to devote his life to the instruction of deaf mutes, for whom no provision had been made anywhere in America. He remained at the head of the Hartford institution from 1817 until 1830, when ill health forced his retirement. The first systematic attempt to instruct the deaf and dumb in Europe was made in 1570 by Pedro de Ponco, a Benedictine monk of Spain. The first British institution of this kind was opened in Edinburgh in 1773.

Influence of Good Books.

When you find a child who loves good books, the noxious weeds of envy, hatred, jealousy and malice are not so likely to grow in his mind and choke out the exquisite blossoms of love, tenderness, unselfishness, gratitude and the desire to do unto others as he would be done by. The love of good books is one foundation for good character, observes a writer in the Oklahoman. It is the exception, not the rule, to encounter sordidness, greed or insensibility in the man or woman who knows and loves good books. Robert Louis Stevenson once said that so long as a man had a friend he had something to live for. Is it not true so long as one can love a good and beautiful book that life never will be without hope?

California Burglars' Original Methods.

Burglars attempted to open the safe of the Western Mechanical company. Failing to dislodge the safe doors after burning off the hinges, they broke into the company's garage, took out a truck, hoisted the safe through a skylight with the company's tackle, hauled it to a canyon and rifled it of $1,500 cash and Liberty bonds.—Los Angeles Times.

The Right Man.

"They say Miss Highstrung is going to marry an army officer."

"Well, I should think that a man who makes a business of war might be able to get along with her."—Boston Evening Transcript.

Used Constantly.

Yeast—Don't you think your wife has got a wonderful voice?

Crimsonbeak—Yes. It's wonderful it hasn't given out before this.—Yonkers Statesman.

AUCTIONEER

This is to notify the public that I have removed to Chestertown and am prepared to cry lsaes in Kent and Queen Annes counties on reasonable terms.

J. T. JESTER, Auctioneer.

Tire Conservation Day
Wednesday, June 18th

On this day a well-known tire expert will be at our store and bring to the motorists of this community first hand information on the saving of tires. Information, expert inspection and advice of a kind that could not be secured in any other way or at any other time. It will be to your advantage to hear this expert talk. It's absolutely free--every one is invited. Stop in.

Respectfully,
THE
Noland-Bennett-Russell
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Phone 239
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Everything For
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