PERSONAL AND SOCIAL

Mr. J. Hall Denny, formerly of Chestertown, now of Talbot county, was the guest of friends in Chestertown this week. Mr. Denny was looking fine and all his old-time friends were glad to see him.

Mr. Bonn Towner and son, Marion, visited his parents in Baltimore for the week-end.

Mrs. A. E. Coleman, who was quite sick last week, is now convalescent.

Mr. Marion Malcomb, who has been sick all summer, is much better, we are glad to state.

While cranking the engine of a tractor at the farm of Mr. William Bell, near Chestetrown, Friday afternoon last, Mr. W. E. Nickerson had his face badly cut when the engine back-fired.

Mr. George Vickers and family, of near New York, visited his mother and other relatives for the week-end.

Mr. Foster Cannan spent the week-end in Baltimore.

Miss Barwick, cashier in the American Store, paid a visit to Wilmington friends this week.

Mr. and Mrs. Earle Dodson, who moved to Cecil county last year, will return to Kent the first of the year and locate near Worton We welcome them back to Kent

We are glad to report that Mrs. Lee Gill is greatly improved in health.

Mr. and Mrs. Albert Seney will move to Chestertown shortly and take the house on Mill street now occupied by Mr. and Mrs. Goldey Warren, who will move to their handsome new residence on Washington avenue. Dr. Parsons will take the Anthony house in Queen Annes, vacated by Mr. and Mrs. Seney.

Mr. and Mrs. Fred Powers, of Rock Hall, left Saturday for Florida and Mr. and Mrs. Charles Crouch, who purchased their home, have moved in.

Mr. and Mrs. M. E. Newsome attended the funeral of the later's nephew in Baltimore last Friday.

Mr. and Mrs. Charles Jester, of Wilmington, visited the former's father, Mr. John Jester, last week.

Mr. and Mrs. Wilbur Hirons and daughter, of Wilmington, were guests of the former's parents, Mr. and Mrs. John W. Hirons, last week.

Mrs. Belle Murphy, of Wilmington, is the guest of Mr. and Mrs. D. W. Lynch.

Miss Rebecca Kendall, of Wilmington, was the week-end guest of her parents, Mr. and Mrs. Virgil Kendall.

Miss Edith Dunbracco, of Baltis the guest of her parents.

The S. S. Class taught by Mrs. J. N. Bennett gave Mrs. Josephine Walters Newton a miscellaneous shower Monday evening last.

Mr. and Mrs. James Bramble are spending the week at Ocean City, N. J., with his son.

Mr. B. F. Davis and son, Thos. J., are spending ten days in Virginia.

Mr. W. Belt Townshend was home for the week end.

Mr. Charles Armstrong was in the Capital City for the week-end.

Mrs. Belle Smith has returned home from Baltimore.

Mrs. W. R. Pippin is visiting friends in Portsmouth, Va.

Mr. H. F. Jefferson was in Cambridge this week.

Capt. W. J. Taylor, of the Chester River line, was quite ill several days recently, but is now reported to be improved.

Mrs. A. L. Sparks is the guest of Baltimore friends.

Mrs. J. Hydie Thompson is in Philadelphia this week.

Mr. and Mrs. Smallwood, of Colon, Canal Zone, are guests of Mr. and Mrs. C. Kent Lambert, near town.

WASHINGTON COLLEGE

This year promises to be one of the most successful years in the history of Washington College. The number of new students is much greater than it was expected to be. The college is finding itself sorely in need of more room to accommodate the new students. This large number of new students is partly due to the fact that a commercial course has been introduced into the curriculum of the college. These new men, aside from their association with the college in studies, will also prove beneficial to the school's athletics. Among them may be found some husky farmer lads, who will turn out to be good athletes with some training. Nor will the young women be outdone by the boys this year. A number of female boarding students from out of town have come to the college and there are several more new ones from Chestertown. In all there are more than a hundred students enrolled at present, with prospects of more still to come in.

The Adelphia Literary Society held its first meeting of the season Tuesday evening, Sept. 27. The new men turned out in full force. About 90 per cent of them enrolled as members of the society. With so much new material the Adelphia ought to have an excellent literary season. New officers were selected for this term, with the following results: Werner, pres.; Wingate, vice pres.; Wheeler, recording secretary; Vane, cor. sec.; Everett Nuttle, treas.; Bischopf, sergeant-at-arms; and Timmons, chaplain.

The Mt. Vernon Literary Society started its 74th year of literary existence on Tuesday night. This venerable society may be likened in some respects to an elderly person, who is physically weak, but whose mentality has been strengthened by years of experience, by success and adversity, and who at his advanced age can do things well, though in a conservative manner, for he has learned by experience. So it is with the Mt. Vernon. The society's membership is very small, but it includes students of real literary abilities. Despite its physical weakness, it is found to be a very worthy opponent of that bright and dashing youngster, the Adelphia. At the opening meeting of the Mt. Vernon Literary Society officers were selected for this season as follows: Howes, pres.; Smoot, vice-pres.; Byron, sec.; and Ruark, treas.

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For Infants and Children

In Use For Over 30 Years

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A number of small farms, both water-front and inland, ranging in size from 5 to 40 acres, at reasonable prices, for clients interested in this section.

S. R. COLLINS,
Representing E. A. Strout Farm Agency.
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PROPERTY BURNED IS PROPERTY LOST

Property burned is property lost, according to the Maryland Fire Prevention Campaign workers, whose slogan during the ten days beginning October 1 will be, "Stop a Fire Before it Starts!" During the campaign every citizen of Maryland is to be asked to do all he can to prevent fires in private homes, farm buildings and manufacturing plants, by using care and commonsense. Says Ira G. Hoagland, nationally known as a fire prevention engineer:

Fire is both a boon and a bane. Uncontrolled, it blights, burns, consumes, destroys, devastates, wreaks havoc, incinerates, kills and maims, and generally lays waste to the creations of nature and man.

The destructiveness of fire, the economic devastation of it, is generally thought of in terms of the material damage wrought, the value of buildings burned, contents consumed, property destroyed.

Fundamentally, the value of human life is economic, but the concurrent destruction of it by fire is little thought of in that sense. It is felt as personal bereavement, not as society benefit of creative intelligences and producers of wealth.

And little thought is given—beforehand—to the economic havoc wrought by fire in business and industry; to the thousand and one things in the aftermath of a fire which try the souls of men.

It is fondly imagined, for the most part, that the insurance against loss by fire on the buildings of commerce and industry and their contents of merchandise and materials, "raw, wrought and in process of manufacture," will be full and complete recompense for loss by fire.

"I am insured to the limit. A fire won't cost me a cent. The insurance companies will suffer, not me!" is the familiar chatter of honest but unthinking men—we are not considering the unmentionable kind that make money out of fires and flourish like the proverbial green bay tree because of rotten politics.

Of course the insurance companies will pay for the losses to buildings, equipments, merchandise, and what not in the way of material things, and, sometimes to income and profits.

And the insurance companies while paying do not pay; the public pays the price. The insurance companies only collect and distribute money for indemnity. They do not suffer and are not expected to.

But who pays for the losses which are the inevitable consequence of the destruction of buildings, their contents and other things material; the impairment of prestige, the interruption of business, enterprise, contractual relations, dismemberment of organization and what not else?

A burned building is far more easily replaced than a burned business; and a wrecked works than an incinerated industrial enterprise.

That which makes business and industry are not buildings, merchandise, machinery and what else, but the organization of human intelligence.

A fire burns a business building, or a factory. These and their contents may be replaced. But far too often the business and the industry, as such, are burned beyond repair. And if not that bad the scars are deep and unforgettable.

Ask any honest man whose soul has been seared by fire.

There is not any insurance for the human distress, economic and otherwise, that follows a fire.

It has been estimated that the uninsurable losses from fire equal the insurable losses. In other words, for every dollar of loss in property burned, which is insurable, there is a dollar of loss in business burned or industry incinerated, which is not insurable.

These uninsurable losses are often referred to as interruption losses.

Who may suffer then, with impunity?

And for those who do, the future will deal with much more harshly than has the past.

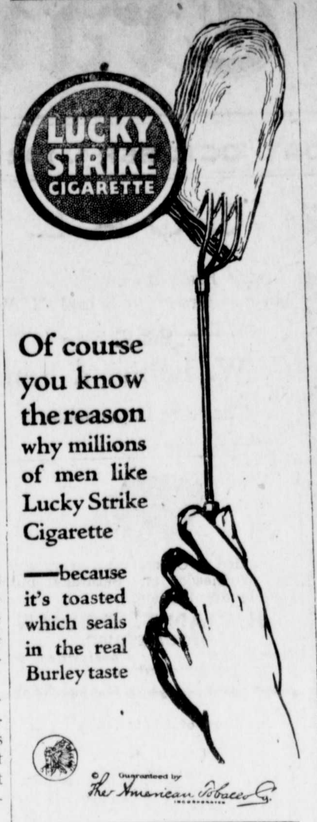
There will be in the immediate future a fullsome renaissance of the ancient law of the survival of the fittest.

Our once profligate nation will have to think of saving what we have; not building to burn and burning, building again.

As a nation we have been profligate. But there are some particular exceptions.

The most signal exception to our national profligacy, and one which supplies a complete example in economic conservation of enterprise from the destruction and havoc of fire is the textile industry.

The torch of the fire fiend, which has been laying waste to resources of our fair country to the extent of a quarter of a billion dollars annually for a number of years, touches the modern textile industry very lightly.



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—because it's toasted which seals in the real Burley taste

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TOLCHESTER COMPANY

FALL SCHEDULE

(Weather Permitting)

PORT DEPOSIT AND HAVRE DE GRACE LINE

(In effect 2.45 p. m. September 7, 1921. Express Service.)

Tuesdays, Thursday, 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., Tolchester (except Saturdays) 9.45 a. m.

Mondays, Wednesdays, Thursdays and Fridays, steamer will leave Baltimore at 2.45 p. m. for Tolchester, Betterton, Havre de Grace and Port Deposit.

SASSAFRAS RIVER LINE

(In effect 2.45 p. m. Sept. 6, 1921)

Mondays and Wednesdays, steamer will leave Fredericktown at 6.30 a. m., Betterton 7.45 a. m., Worton Manor 8.45 a. m., Tolchester 9.45 a. m.

Tuesdays and Saturdays, steamer will leave Baltimore at 2.45 p. m. for all the above landings. (Does not stop at Tolchester on Saturdays.)

Saturdays (effective Sept. 10) steamer leaves Tolchester at 9.00 a. m. and 4.45 p. m. Leaves Baltimore 7.00 a. m. and 2.45 p. m.

For further information apply to agents at different Wharves, or

THE TOLCHESTER CO.,
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Freight must be marked right and packed right or it will not be received.

—READ THE TRANSCRIPT, $1.50 PER YEAR

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HOWEVER sincere one motorist's statement may be, *his* experiences with *his* car cannot be applied exactly to *your* operation of *your* car. Most drivers know that individual cars have peculiarities.

We do not ask you to use the improved "Standard" Motor Gasoline simply because you have heard that it is the best on the market. We want you to try it for yourself, according to your own requirements. On a basis of results, alone, we would gladly have you decide whether or not you should use it regularly.

"Standard" Motor Gasoline is a light, volatile fuel which enables your car to start easier and run more smoothly. It has extra pulling power. The recent improvements in the product, made possible by the work of our Development Department, have made "Standard" Motor Gasoline the best obtainable.

But remember that the final test of gasoline quality is how it performs in *your* motor. Try "Standard" Motor Gasoline for yourself under varying road and weather conditions. It will pay you to begin at once.

A great combination is "Standard" Motor Gasoline for power and Polarine for lubrication.

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IS THE WORLD'S WONDER IN AUTIMOBILE VALUE

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Touring Car	$525
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Sedan	875
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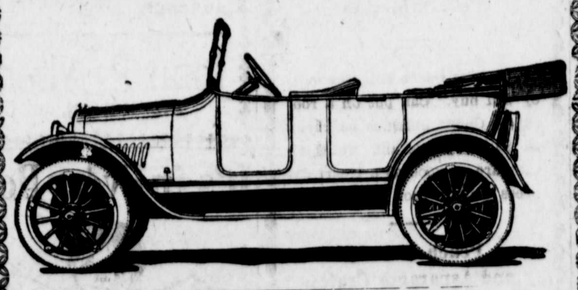
Chevrolet "Four Ninety", always a good car, is a better automobile than ever before Improvements and refinements make it a real quality automobile.



The Noland-Bennett-Russell Motor Co.
CHESTERTOWN, MD.

Tired

"I was weak and run-down," relates Mrs. Eula Burnett, of Dalton, Ga. "I was thin and just felt tired, all the time. I didn't rest well. I wasn't ever hungry. I knew, by this, I needed a tonic, and as there is none better than—

CARDUI

The Woman's Tonic

. . . I began using Cardui," continues Mrs. Burnett. "After my first bottle, I slept better and ate better. I took four bottles. Now I'm well, feel just fine, eat and sleep, my skin is clear and I have gained and sure feel that Cardui is the best tonic ever made."

Thousands of other women have found Cardui just as Mrs. Burnett did. It should help you.

At all druggists.

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$645 CHEVROLET

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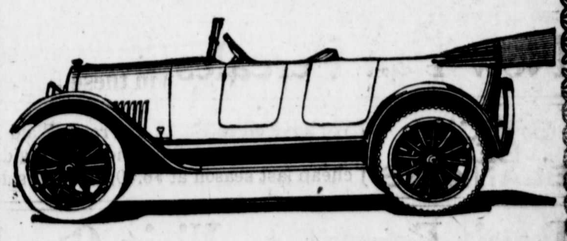

Chevrolet Model "Four-Ninety" Touring Car, $645, additional "Four-Ninety" Models:— Roadster, $63; Sedan, $1195; Coupe, $1155; Light Delivery Wagon(1 [1 seat] $645 Chassis, $595.

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