THE TRANSCRIPT

Entered at the Postoffice at Chestertown, Md., as Second Class Matter.

Foreign Advertising Representative
THE AMERICAN PRESS ASSOCIATION

GOVERNOR Ritchie has appointed Jesse D. Price a member of the Tax Commission and has elevated J. Enos Ray to the chairmanship to succeed the late W. W. Beck.

WHILE we regret very much the leaving of Rev. Omar E. Jones from Chestertown this week, we wish to congratulate him upon his promotion to District Superintendent, and while he will no longer reside in Chestertown, he will still be connected with the church here. Rev. Jones was chaplain of the American Legion, Frank M. Jarman Post, No. 36.

WE are very sorry to hear of the resignation of Dr. C. P. Gould as president of Washington College. Washington College has gone ahead in every way since Dr. Gould has been connected with it and it will be remembered that during his presidency the college went through one of the hardest periods of its history, that is, during the years following the World War. Dr. Gould has been an active and a progressive citizen of Chestertown and he will certainly be missed from this community.

PRESIDENT HARDING, through his political agent, Mr. Daugherty, is sounding out the sentiment throughout the country as to Mr. Harding's chances for re-election. The daily papers make various reports of this sentiment and from the majority we gather that it is not what Mr. Harding hoped it would be. In fact, Mr. Harding is to make a speaking tour of the country, defending his policies and the acts of his administration. It is clear that he cannot depend on his majority in the past election in the coming one and the Democratic leaders appear to be rather optimistic as to their chances in the national election. The League of Nations and foreign policies will probably be the paramount issues. It is also certain that the present tariff bill will detract considerably from a Republican majority.

THE "slogan" adopted by the Md. Federation of Woman's Clubs, which met at Salisburg, Maryland, last week, was "A Woman's Club in every town on the Eastern Shore." The women of Chestertown must not be found lacking in community spirit. We have had in the past women's clubs in our community, which have left their impress. Our beautiful square, which supplanted a dump heap in the middle of the street, is a tribute to the work of women. A branch of the Federation of Woman's Clubs, which was organized here some years ago, was an impetus to the community and a source of great pleasure to its members. We have a small representation of the "League of Women Voters" in our town now; also a Public Health Association, which a few faithful women are trying to keep alive. Let not our town be behind the other towns on the Shore, but awaken to the real community spirit.

THE BALTIMORE MAYORALITY CONTEST

Baltimore, Md., April 18, 1923

The mayoralty fight in Baltimore City between Messrs Jackson, Democratic candidate, Preston, independent candidate, and Broening, Republican candidate, is at its hight. The campaign seems to have reached the point of severe criticism of opposing candidates and their records in office. In fact, the fight between Jackson and Preston is the chief center of attraction, while Mr. Broening appears to be conducting a quiet campaign with the hope that the Democratic vote will be split sufficient to elect him. It appears, however, that Mr. Prston will draw almost as large a vote from the Republicans as from the Democrats and as the affiliated Democratic vote in Baltimore exceeds the Republican vote by such a large majority, Mr. Jackson's friends seem very confident of the complete success of the Democratic ticket. However, due to the independence of the woman vote the result seems to be very uncertain.

There is no doubt that the election in Baltimore will have a very important bearing on the general election throughout the state this fall. It will have a very great influence on the gubernatorial election at any rate.

Several months ago it appeared that the fight for governor had begun at a very early date, as Mr. McMullen, of Western Maryland, announced his candidacy for the nomination against Governor Ritchie, who has been a candidate for many months. We hear very little talk of it at the present time. It is rumored in certain quarters that Mr. Brooke Lee has been approached by certain powers in the Dmocratic party, urging him to become a candidate for the nomination. This is a mere rumor and it is possible that there will be no great primary fight for the Democratic nomination, although at the present time appearances are to the contrary.

It is generally believed that Mr. Alexander Armstrong will be the Republican candidate for governor without opposition in the primaries and there is no doubt that he will make a strong candidate. It will require the united strength of the Democratic party to defeat Mr. Armstrong and it is sincerely hoped that a bitter primary fight among the Democrats can be averted, and that a strong and united party will back the Democratic candidate in the general election. A severe primary fight does not tend to strengthen the party in any way.

KENT COUNTY ASSESSMENT COMPLETED

An Increase of Nearly Two Million Dollars—Comparisons Noted In Each District.

STATEMENT

1922 General Assessment of Kent County, Maryland.

	Total Land	Total Improv.	Local Total Personal	State Total Personal	County Total Real and Personal	State Total Real and Personal
1st Dist.	$1,616,903	$842,998	$548.229	$444,669	$3,008,130	$2,904,510
2nd Dist.	1,701,386	617,733	488,404	405,344	2,807,523	3,724,463
3rd Dist.	983,245	592,469	337,727	272,248	1,913,441	1,847,962
4th Dist.	809,983	1,090,026	533,617	406,112	2,433,626	2,306,121
5th Dist.	644,398	631,863	340,447	273,094	1,616,708	1,549,355
6th Dist.	748,064	375,782	237,510	194,860	1,361,356	1,318,706
7th Dist.	624,041	285,205	171,677	147,415	1,080,923	1,056,661
Total	$7,128,020	$4,436,076	$2,657,611	$2,143,682	$14,221,707	$13,707,778

Total Securities—1st Dist., $22,89.; 2nd Dist., $15,363; 3rd Dist., $7,770; 4th Dist., $574,193; 5th Dist., $27,012; 7th Dist., $96,940. Total, $744,168.

No acres, 1st Dist., 41,412; 2nd Dist., 39,763; 3rd Dist., 28,018; 4th Dist., 5,045; 5th Dist., 18,200; 6th Dist., 22,695 7th Dist., 19,122. Total, 174,255.

OLD ASSESSMENT 1922

Real and Personal

First district	$2,785,589.21
Second district	2,518,438.97
Third district	1,764,593.47
Fourth district	2,114,401.56
Fifth district	1,229,254.40
Sixth district	1,155,532.06
Seventh district	939,614.82
	$12,507,424.49
Extra Real and Personal	53,665.00
Shares of Corporations	73,186.80
Bank Shares	306,434.01
Securities	
First district	18,923.00
Second district	3,900.00
Third district	15,625.00
Fourth district	424,895.00
Fifth district	12,880.00
Sixth district	1,000.00
Seventh district	41,240.00
	$518,463.00
Trust Companies	26,564.45
Mutual Fire Insurance Co., of Kent Co., Md.	63,230.00
Ordinary Business Corp.	153,677.12
	$13,702,644.87

The assessment which has just been completed in Kent county, shows an increase in valuation of property, both real and personal, of nearly two million dollars. This increase will give an additional income to the schools of about $11,000 and to the road fund of about $4,000.

The increase in each district is fairly in proportion to each other, which fact speaks well in proving that the assessment has been made on a uniform basis, at least, a strong effort was made by the Board of Review to make it so. Below is tabulated the figures of both the old and new valuation in all districts so that the News readers may make their own comparison:

MINUTE TALKS
BY THE
BUSINESS MEN'S ASSOCIATION

This column makes its initial bow to the public with high hopes of meeting with the friendly attention and hearty cooperation of all those who have the welfare and progress of the community really at heart. The Business Men's Association, under whose auspices it will be conducted, realize the need of a regular means of communication with people of the town and county. And, to that end, the public spirited editors of the Transcript have donated this space for these little weekly chats on subjects of timely interest to all of us.

We want the active interest of all Transcript readers. We want you to give us your own ideas of community questions and problems. If, from time to time, you have information dealing with agricultural problems or business conditions; send it to us. If there are newsy matters pertaining to town or county improvement; let the Secretary have them.

Here is a movement for progress that should have the actual support of every public spirited citizen. This is your opportunity and your privilege. How much are you practically interested in your community? Will you join us in making this Association a power for progress? Will you become a part of an organization that is working for your good?

This is not an organization primarily for Chestertown; it is not an organization especially for business men It is a public spirited, cooperative movement for the progressive uplift for the entire town and rural community. Whether you be farmer, lawyer, physician, merchant, fisherman; whether you live in one of our county towns or in the country; whether you are a member of the Association or not; you are interested in the betterment of your community and we want you and ask your active cooperation and support. Whoever you be—this is your organization.

We ask you to be present at our regular monthly meeting on Monday, April 23rd, at 7.30 p. m., at the Association rooms in the Imperial Hotel, A buffet luncheon will be served and subjects of vital interest to everyone will be discussed. If you are a member bring your friends; if you are not a member, come anyway.

A FINE ENTERTAINMENT

The splendid manner in which young folks may be trained for a most enjoyable entertainment was finely illustrated on Thursday evening when the Junior Christian Endeavor Society, under the very able direction of Mrs. T. Ellsworth Newcomb and Miss Mayme Thompson gave a musical and literary entertainment. The work of Mrs. Newcomb and Miss Thompson in the preparation of the program gave a charm and grace to performers seldom seen in little folks, and the large audiance throughly enjoyed every number of a program that was replete with well selected recitations and finely rendered musical selections. Too much praise cannot be given the participents or the leaders for one of the most enjoyable evenings in many years and the untiring efforts of these faithful superintendents of the young folks work in the church deserves the heartiest cooperation from every member of the church. An offering at the door amounted to $18.00, which will be used by the society in educating a Chinese girl and in work in Kentucky. Indeed the charitable work of this organization in the past year in distributing flowers and baskets of fruit, etc., among the sick, and in helping in the religious work of the church has been splendid, and it is a joy to know that in this day and generation the minds and hearts of young folks are being turned toward religious work by faithful and devoted church women. A fitting climax of the evening was the presentation of a fine rug and table scarf to the Sunday School, which was accepted gracefully by the Superintendent of the school. At the close of the program Miss Thompson who is one of the most skilful women in the country in the art of training children, gave an interesting explanation of the fine work the society is doing for the religious uplift of humanity. The program is as follows:

Juniors sang their rally song; Harry Fallowfield, Jr., made welcome address; Robert Barnes, address of welcome from Jos. Ida May Brown, "If I was a little flower"; Mildred Garland, What Little Hands Can Do; Bettie Barnes, "Love for Jesus"; song, "Help To Mak a Happy World," by Society; Ruth Jones, 'The Warmth of a Word"; Dolly's Lulaby, by Patience Pyle, Phoebe Pyle, Virginia Barnes, Irma Adams, Zoa Coleman and Mary Ellen Brown; music, by Helen Adams, Pollyanna Waltz; Blanch Hurd, "Be The Best"; Virginia Barnes, "The Little Patriot," closing by Society singing Star Spangled Banner; Harry Fallowfield's "New Car"; Helen Brown,"Keep Hoeing and Praying"; Katherine Baker, "The Maranettes"; Robert Huey, a recitation; Anna Coleman's play, "Curiosity Story"; Mary Philips, "The City Visitor"; Society sang "More Like Our Master"; Aunt Deborah's First Luncheon" in two acts by Anna Coleman, Lois Baxter, Miriam Smith, Miriam Kirby, Helen Joiner and Clara May Worth; Harry Fallowfield and Fred Usilton, Jr., play a duett.

DEATHS

The community was deeply shocked Friday morning when word was recived that Mr. William Stanley had suddenly passed away while driving his horse in Betterton. He has complained for some time of having a weak heart and it is thought he must have strained himself. Mr. Stanley has lived in our community for the last 50 years. He was a friend of all, always doing kind acts for others. A loving husband and father always, doing his best for his children at all times. For the last forty years he has carried the mail and his close attention to his duties and his thoughtful attention for others, made him a very valuable man that will be hard to replace. He was a member of the Young Men's Bible Class of the M. E. Church, Still Pond. Funeral services were held at his late residence in Still Pond on Monday afternoon at 1 p. m., Rev. Truman Smith in charge. Interment in M. E. Church yard at Still Pond. He is survived by his wife, Mrs. Susanna J. Price and two sons, William Price Stanley and Harry C. Stanley. The pall bearers were Joe Bowers, Geo. Rash, John Robinson, Howard Turner, Robert Bowers, Stonewall Hackett. Undertaker B. R. Fellows.

Mrs. Susan M. Kingsland, who was a resident of near Rock Hall until a year ago, died on the 15th instant at the home of her brothers, 1605 Eutaw place, Baltimore. Funeral services were held Thursday at 11 o'clock, interment private.

Mrs. Mary Elizabeth Taylor, widow of the late John Taylor, died April 13 at the home of her half sister, Mrs. Charles Ayres, in Rock Hall, aged 82 years. Mrs. Taylor was born in Rock Hall. She leaves a daughter, Mrs. Jesse Rine, ag randson, Millard Rine, and one great-grandchild, all of Baltimore. Funeral services were conducted Monday afternoon at the home of Capt. and Mrs. Ayres by Rev. W. H. Revelle, of the M. E. Church. Interment in Wesley Chapel cemetery, the barers being Jesse Rine, Millard Rine, Charles Ayres, David Ayres, Robert Shallcross and Benjamin Ashley. T. H. Casey, undertaker.

NOTICE OF MEETING AND THE CHANGE IN BY-LAWS

The annual meeting of the policyholders of the Mutual Fire Insurance Company of Kent County, Md., will be held at the Company's Offic in Chestertown, Md., on

MONDAY, MAY 7, 1923,

at 10 o'clock a. m., for the election of directors and also there will come before the policyholders for ratification a recommendation from the Directors to amend No. 32 of the By-Laws of the Company so as to read as follows:

No. 32—All sums collected from cancellation fees, from charges on cancellation of policies from gasoline, building, repair and other permits and all gians from increased value of real estate, bonds, stocks, and other securities and all amounts not distributed in the annual distribution of income, shall at the option of the Board of Directors, be carried to a surplus fund; which fund shall only be drawn upon when the fire losses and expenses and any other losses of the company shall exceed its annual income. But said fund shall in no case exceed twenty-five per cent of the company's premium notes.

Said change having been considered and proposed at the January meeting of the Board of Directors.

E. F. PERKINS, Secretary.

Anderson's Bazaar

Cecilton, Md.

Will hold its regular auction sale

WEDNESDAY, APRIL 25, 1923

at 12 o'clock, rain or shine and will consist of Horses, Cattle, Hogs, Shoats and Pigs, Wagons, Carriages, Harness, Implements, Army and Store Goods, Tomato Seed. Special Mention 1 Pair Good Mules, 1 Pair Good Horses. Several Good Fresh Cows, 200 Head Hogs, Shoats and Pigs, 100 Head Fancy Suckling Pigs.

Sale positive at 12 o'clock.

Terms Cash day of sale.

Will sell anything sent here on commission for anyone.

JOHN ANDERSON,
Cecilton, Md.

Next sale Wednesday, May 9, 1923.

NOTICE

Notice is hereby given that the undersigned has obtained from the Orphans Court for Kent County letters of administration on the personal estate of

FANNIE B. MASLIN,

late of said county, deceased. All persons having claims against said deceased's estate areh ereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 19th day of October, 1923, otherwise they may by law be excluded from all benefit of said deceased's personal estate.

All persons indebted to this estate must settle at once.

Given under my hand this 19th day of April, 1923.

MARY E. GODWIN,
Administratrix.

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FORECLOSURE SALE
—OF—
Maryland, Delaware and Virginia Railway Company.

By virtue of a degree entered by the United States District Court for the District of Maryland, on the 4th day of April, 1923, in a cause therein depending, wherein the Girard Trust Company, as Trustee, is Complainant, and the Maryland Delaware & Virginia Railway Company is respondent, the undersigned Girard Trust Company will sell at public auction at Love Point, Maryland, on

MONDAY, THE 7th DAY OF MAY, 1923,

at one o'clock in the afternoon, all the railroad, steamboats and other floating equipment and all and singular the property appurtenant to the operation of the same, including all rolling stock and all wharves, landings, stores, storehouses, supplies, tools, and implements of every character and description, the property of the said Maryland, Delaware and Virginia Railway Company, together with all its right, title and interest in and to the same and all its powers, privileges, immunities, franchises and exemptions.

The property to be sold embraces in general terms:—

First: A RAILWAY DIVISION

Extending from Love Point, Maryland, easternly to Lewes, Delaware with branches extending to Centreville and to Tidewater at Queenstown, Md. At Lewes the railroad connects with a branch of the Pennsylvania System, over which it gets access to Rehobeth Beach; from Love Point, the western terminus of the railroad a ferry service for freight and passengers is maintained to Baltimore, where docking privileges are secured by virtue of leasehold rights at Piers 7 and 8 Light Street.

LENGTH OF RAILROAD
(Standard Guage)

Main Line (Including branches) ..... 77.43 Miles
Siding's ..... 9.38 Miles
Total ..... 86.81 miles
Laid with 60 lb. rails .... 24.14 miles
Laid with 56 lb. rails .... 62.67 miles

Second: A STEAMBOAT DIVISION

Embracing the steamboats and vessels hereinafter named. These steamboats are especially adapted to freight and passenger service on the Chesapeake Bay and the waters tributary thereto. The following services by steamboats are maintained:

1. The Chester River Route operating between Baltimore, Chestertown and points on the Chester River, including Rock Hall.

2. Patuxent River Route operating between Baltimore and points on the Patuxent River, including points in the Chesapeake Bay West Shore.

3. Potomoc River Route operating between Baltimore, Alexandria, Virginia and Washington, D. C. and points in Maryland and Virginia on rivers and estuaries tributary to the Potomoc River..

4. Rappahannock River Route, operating between Baltimore and Fredericksburg, Virginia, and points on the Rappahannock River and estuaries tributary to the same.

5. Rappahannock River-Norfolk Route, operating between Norfolk, Virginia and points on the Rappahannock River and estuaries of the same.

These river routs have upwards of 100 landings, a limited number of which are owned by the railway Co., but the majority of which are under lease providing for their use by the steamboats and vessels of the Railway Company.

The Railway Company has in the City of Baltimore, Md. in addition to the piers used in connection with its ferry service leasehold rights in the following piers on Light Street in the said City: Piers Two, Three and Nine, used in connection with the service of its Steamboat Division.

The property sold will be first offered as an entirety as a going concern, and afterwards in three parcels, as hereinafter mentioned and described:

As an entirety the property to be sold will embrace all the railroad and lines of railroad, tracks, sidings and turnouts of every sort and kind, now owned by the Maryland, Delaware and Virginia Railway Company, and commencing upon a pier situate and being at or near Love Point in Queen Anne's County in the State of Maryland as its Western terminus, and running thence Easternly to a point at or near the town of Lewes in the State of Delaware, together with a branch or spur running from Queenstown Junction, a point of the said railroad to Centreville in Queen Anne's County aforesaid and a branch or spur running from said Queenstown Junction to and upon a pier in the harbor of Queenstown in said county, and all the branches or connections extending from said railroad, and all locomotives, cars, rolling stock, (namely, nine locomotives, eighteen passenger coaches, four baggage, mail and express coaches, twenty-five box cars, seven flat cars, two cabin cars and three M. W. & S. cars),—roadway, rights of way, tracks, rails, ties, roadbed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turntables, water-tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses, gravel pits and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed belonging, appurtenant to or used or designed for use in connection with the said railroad and branches.

And also all its steamboats, floating equipment, steamboat lines, docks, wharves, piers and terminal property belonging to the said Railway Company situated in the States of Maryland and Virginia or elsewhere, including particularly the steamboats or vessels named Westmoreland, Northumberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Lancaster and B. S. Ford. All enrolled in the Custom House, Baltimore, Md. And also Scows Nos. 10 and 11, together with all the apparel, tackle and furniture belonging or appertaining to the same.

ALSO all leasehold rights of the said Maryland, Delaware and Virginia Railway Company in the following piers located on Light Street in the City of Baltimore.:

Piers Numbers Two, Three, Seven, Eight and Nine, and all leasehold rights in all and singular the wharves, piers, wharf rights and boat landings located upon the various river routes now operated by the said Railway Company and known as the Chester River Route, Patuxent River Route, Potomac River Route, Rappahannock River Route and Rappahannock River—Norfolk Route not owned by the said Railway Company but under lease to it by virtue of written and verbal leases and arrangements made with the respective owners.

And all right, title and interest of the said Railway Company in the following corporations:

Maryland & Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of its Common Capital Stock out of a total of 1112 shares, each of the par value of $10.00 per share.

The Chesapeake Wharf Company, as represented by the ownership of 63 shares of its common capital stock out of a total of 84-½ shares each of the par value of $100.00 per share.

The Governor's Run Wharf Company, represented by the ownership of 10 shares of its Common Capital Stock out of a total of 50 shares each of the par value of $100.00.

The Dares Wharf Company, as represented by the ownership of 106 shares of its common capital stock out of a total of 152 shares each of the par value of $25.00;

Together with all and singular the corporate rights, powers, privileges, immunities, franchises and exemptions of the said Maryland, Delaware and Virginia Railway Company which are now owned either in its own right or as successor or purchaser of the Queen Anne's Railway Company.

The highest bid received for said property as an entirety as a going concern will be reserved; immediately thereafter the property will be offered in three parcels, as follows:

PARCEL NO. 1 will embrace:

All the railroad and lines of railroad, tracks, sidings and turnouts of every sort owned by the Maryland Delaware and Virginia Railway Company, and all locomotives, cars, rolling stock, namely, 9 locomotives, 18 passenger coaches, 4 baggage mail and express coaches 25 box cars; 7 flat cars; 2 cabin cars; 3 M. W. & S. cars, roadway, rights of way, track, rails ties, road-bed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turn tables, water tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed, belonging, appertaining to or used or designed for use in connection with the said railroad and branches; also the steamboat or vessel named Westmoreland enrolled in the Custom House at Baltimore, Maryland, and all rights of the said Maryland, Delaware & Virginia Railway Campany to operate the same between said Love Point and the city of Baltimore in said State of Maryland, including the right to land at Pier 9 Light Street in the City of Baltimore under the privilege now enjoyed by the Maryland Delaware and Virginia Railway Company from the Baltimore, Chesapeake & Atlantic Railway Company.

TOGETHER with all and singular the property rights, powers, privileges, immunities, franchises and exemptions of the said Maryland, Delaware & Virginia Railway Company in and to the above mentioned and described railroad rolling stock, steamboat Westmoreland and other property, which it now owns either in its own right, or as successor or purchaser of the Queen Anne's Railroad Company, including all right, title and interest of the said Maryland Delaware and Virginia Railway Company in and to the Maryland and Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of common capital stock out of a total of 1112 shares, each of the par value of $10.00 per share.

PARCEL NO. 2

Will embrace the following steamboats or vessels and floating equipment, property rights, franchises and privileges: Steamers Northunberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Scow No. 10, Scow No. 11.

TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the said steamboats and vessels, and all lands, docks, piers, wharves, terminal property, wharf rights, landings, privileges, stores and materials at their several locations situate on the Chesapeak Bay and along the Rappahannock River and the Potomac River, and tributaries to the same in the State of Maryland and Virginia, on what are hereinabove mentioned as the Rappahannock River Route; the Potomac River Route and the Rappahannock River-Norfolk Route, whether owned by the said Railway Company or used by it under written or verbal understanding with the owners of the same; and also all the leasehold right, title and interest of the said Maryland Delaware and Virginia Railway Company in and to the following docks, wharves, or landings at the City of Baltimore, Maryland: Pier 2 Light Street; Pier 7 Light Street; Pier 8 Light Street and Pier 3 Light Street, and all its right, title and interest to land at and use of the Brooke Avenue Pier or Wharf at Norfolk, Virginia now enjoyed by the said Railway Company from the N. Y. P. & N. Railroad Company.

PARCEL NO. 3:

Will embrace the following steamboats or vessels, property, property rights, franchise and privileges.

Steamboats Lancaster and B. S Ford.

TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the same and all lands, docks, piers, terminal property wharves, wharf rights, landings, privileges, stores and materials now owned by the Maryland, Delaware and Virginia Railway Company severally located on the Chester River and Patuxent River Routes, hereinbefore mentioned and all rights and privileges which the said Railway Company has in and to the same by written or verbal leases and understandings included as well all the estate, right, title and interests which the said Maryland, Delaware and Virginia Railway Company has in the following wharf companies:

The Chesapeake Wharf Company, represented by ownership of 68 shares of common capital stock out of a total of $84½ shares, each of the par value of $100.00.

Governor's Run Wharf Company, represented by ownership of 10 shares of common capital stock out of a total of 50 shares, each of the par value of $100.00.

Dares Wharf Company, represented by ownership of 106 shares of common capital stock out of a total of 152 shares, each of the par value of $25.00.

If the bids received for the three parcels in the aggregate shall be greater than the bid received and reserved for the property as an entirety and as a going concern, such bids will be accepted; otherwise the bid made for the property as an entirety and as a going concern will be accepted.

For a full and more particular description of the property to be sold see the terms of the decree of the United States District Court, a printed copy of which may be had upon application to the Girard Trust Co. Broad & Chestnut Streets, Philadelphia, Pa. or to the offices of the Maryland, Delaware & Virginia Railway Company, Pier 1 Pratt Street, Baltimore.

TERMS OF SALE:—Ten per cent in cash or certified check must accompany each bid and be paid to the Girard Trust Company upon acceptance by it of the bid or bids, the balance to be paid in cash or in the First Mortgage Five Per Cent. Gold Bonds of the Railway Company, upon confirmation of the sale as provided by the Decree.

GIRARD TRUST COMPANY
Broad and Chestnut Streets,
Philadelphia, Pa.

T. Frank Seward, Auctioneer.
John Hampton Barns,
Shirley Carter,
Solicitors for Girard Trust Company.

ROCK HALL'S Picture Parlor
ROCK HALL

Saturday, April 21—Hoot Gibson, with Marjorie Daw, in "THE LONE HAND." Trapped in a flooded mine; shot at by an unknown; vamped by a beautiful, treacherous woman.

Wednesday, April 25—Edith Hallor in "JUST OUTSIDE THE DOOR." Girl sacrifices her own happiness to save her brother. Also 14th episde "WHIRLWIND."

Saturday, May 2—Edna Murphy and Jennie Walker in "EXTRA! EXTRA!" Story by Julian Josephson. Also M. & J., Chewing Gum Industry and News. Pictures at 8 p. m.

Pictures at 8.00 p. m.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has obtained from the Orphans' Court for Kent County letters testamentary on the personal estate of

SALLIE R. BROWN

late of said county, deceased. All persons having claims against said deceased's estate are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 1st day of October, 1923, otherwise they may by law be excluded from all benefit of said deceased personal estate.

All persons indebted to this estate must settle at once.

Given under our hands this 27th day of March, 1923.

C. C. BROWN, Sr.
C. C. BROWN, Jr.
SALLIE R. BROWN
Executors.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has obtained from the Orphans' Court for Kent County letters of administration on the personal estate of

Benj. C. Walters

late of said county, deceased. All persons having claims against said deceased's estate are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 27th day of September, 1923, otherwise they may by law be excluded from all benefits of said deceased's personal estate.

All persons indebted to this estate must settle at once.

Given under my hand this 27th day of March 1923.

EDWARD C. WALTERS,
Administrator.

Spring Scheduie

(Weather Permitting)

SASSAFRAS RIVER LINE

In Effect 2.45 p. m., April 21, 1923.

Tuesdays and Saturdays, steamer will leave Baltimore at 2.45 p. m., for Tolchester, Worton Manor, Betterton and Fredericton. (Does not stop at Tolchester on Saturdays.)

Mondays and Wednesdays, steamer will leave Fredericktown at 7.00 a. m., Betterton 8.00 a. m., Worton Manor 8.45 a. m., Tolchester 9.45 a. m.

☞NOTICE—Saturday, May 19, steamer will leave Baltimore at 10.00 p. m., instead of 2.45 p. m.

PORT DEPOSIT AND HAVRE DE GRACE LINE

(In Effect 2.45 p. m. April 23, 1923.)

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

Tuesdays, Thursdays and Fridays, steamer will leave Port Deposit at 6.30 a. m., Havre de Grace at 7.00 a. m., Betterton 8.15 a. m., Tolchester 9.45 a. m.

TOLCHESTER SPECIAL SATURDAY

(Effective April 21, 1923)

Steamer will leave Baltimore at 7 a. m. and 2.45 p. m.

Steamer will leave Tolchester at 9 a. m. and 4.45 p. m.

For further information apply to agents at different Wharves, or

Freight must be marked right and packed right or it will not be received.

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