XMAS DISPLAY

—AT—

Toulson's

BEGGARS DESCRIPTION

The Variety is Wonderful. Call and let us have the pleasure of showing our many beautiful novelties,

Toulson's Drug Store

R. HYNSON ROGERS, Attorney

ORDER NISI

In the Circuit Court for Kent County
In equity No. 2406

R. Hynson Rogers,, Assignee vs. Lewin U. Skirven

ORDERED, this 7th day of December 1926 by the Circuit Court for Kent County in Equity, that the sale of the mortgaged Personal property mentioned in these proceedings, made and reported by R. Hynson Rogers, Assignee, under and by virtue of the Power contained in Chattel Mortgage from Lewin U. Skirven to The Peoples Bank of Chestertown, Maryland, dated December 21st, 1925, and duly assigned to the said R. Hynson Rogers, be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 12th day of January next;—Provided, a copy of this Order be inserted in some newspaper printed and published in Kent county, once in each of two successive weeks before the 27th day of December next.

The Report states the amount of sales to be $3063.03.

True Copy, ROBERT R. AYRES, Clerk
Test: ROBERT R. AYRES, Clerk.

Live Stock. Implements

In connection with my McCormick-Deering Implement line,

BUY AND SELL

LIVE STOCK

Will pay the highest cash prices for all kinds of live stock and Poultry.

Telephones { Shop--Still Pond 17. Residence--Still Pond 5.

C. A. JEWELL
Still Pond, Maryland

Bus Established Since, 1882

Stewart Fruit Co

of Baltimore City

Commission Merchants.

Jobbers and Distributors

All Fruits, Vegetables and Farm Produce generally.

We have an excellent store loca.

SHOP EARLY AND BUY Christmas Seals



H.C. WOOLFORD
CONTRACTOR

House Painting by Contract or Hour.

Also have a shop to paint Automobiles. Rates reasonable.

Best material. Experienced help Call or drop a card to 106 River Side Terrace, Chestertown, Md.

I am now booking fall work.

FARMS WANTED

Inland, waterfront or timberland, any section, all sizes. Quick sales made—I always have Northern and Western Cash Buyers.

If you intend to sell country property write to
WM. LUEBBERS,
Headquarters for Md. Farms,
306 St. Paul St., Baltimore
y3-Y.

DR. M. E. PARSONS
DENTIST
Office in Park Row, next door to Dr. H. P. Copeland's office.
Chestertown, Maryland



There Are At Least

3

Reasons Why You Should Place Your Order With Us Two Of Them Are

QUALITY
SERVICE

PHONE 149

C. W. Kibler & Sons
CHESTERTOWN, MARYLAND

INSURANCE
FIRE INSURANCE of all kinds,
Placed at minimum rates.
OLIN B. STAFFORD
Chestertown, Md.

New Bricks For Sale

Will deliver by Truck anywhere up to 30 miles. Prices range from $16.00 to $20.00 per 1000.

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Phone 804F2 Chestertown, Md

WM. PEPPER CONSTABLE
Attorney-at-Law
Maryland Trust Building
Baltimore, Md.
In Elkton, Md., Tuesdays

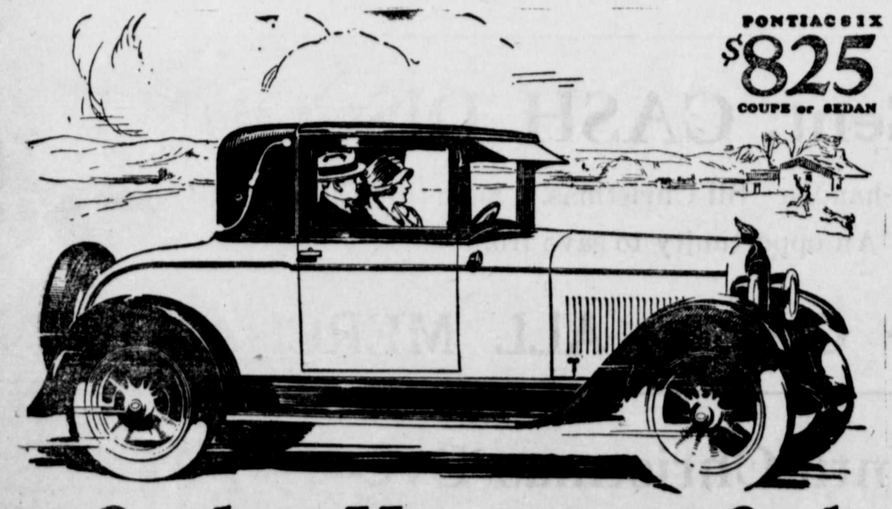
And then—



You can notice the difference immediately. Increased mileage, reduction of carbon, greater power—all the other features that entitle BETHOLINE to be known as "The Wonder Motor Fuel"

BETHOLINE
"THE WONDER MOTOR FUEL"

SHERWOOD BROS, INC.
Originators and Manufacturers
Baltimore, Md.



PONTIAC SIX
$825
COUPE or SEDAN

***Qualities* You cannot find in any other Low-Priced Six**

The spectacular success of the Pontiac Six is based on a simple set of conditions:

Thanks to the type of car it is, to the years that were spent in its development, and to the gigantic resources of General Motors employed in its manufacture—

—Pontiac Six provides certain definite, desirable qualities, at a price unequaled elsewhere in the industry!

Search where you will and as long as you like—and you can not duplicate Pontiac power, speed, stamina and comfort at Pontiac prices. Nor the beauty and distinction of Pontiac's Bodies by Fisher.

That is why the number of Pontiac Sixes you see on the road is increasing with incredible speed—

—why the number built in the past ten months more than doubles the *full year record* ever established by any other make of car.

Pontiac Six Landau Sedan, $895; DeLuxe Coupe, $895; DeLuxe Landau Sedan, $975; Oakland Six, $1025 to $1295. All prices at factory. Easy to pay on the liberal General Motors Time Payment Plan.

CHESTER T. DAVIS, Dealer, Galena, Md.
HORACE BRAMBLE, Associate Dealer, Still Pond, Md.

PONTIAC SIX

PONTIAC — PRODUCT OF GENERAL MOTORS

No Possible Ruling for Hours of Sleep

The need for sleep varies from one person to another, children whose growth is very rapid requiring more sleep than the average child of the same age, says Dr. Max Seham in Hygeia Magazine. Girls, especially during maturation, require more sleep than boys. More sleep is needed in winter than in summer. The child in the primary grades needs a minimum of twelve hours of sleep. No child between twelve and fourteen years should have less than nine and one-half hours of sleep.

The quality of sleep is also important. Noise, excitement, irritating music and strenuous play before retiring induce a state of emotional fatigue which interferes with falling asleep and is associated with fear and night terrors. Crowded sleeping quarters and bad ventilation are also disturbing to sleep.

If two children must share one room, a separate bed should be provided for each of them. They should retire at the same time, or else care must be taken so that the one retiring later does not disturb the sleeping one. Improper food, especially if eaten a short time before going to bed, robs many a child of his needed sleep.

"Wakes Sunday" Long Festival in England

A peculiar religious festival known as "Wakes Sunday" used to be held, and is still observed in the north of England and elsewhere in honor of the day of dedication of the parish church. On this anniversary it was customary for the younger parishioners to keep watch in the church upon the night preceding the feast-day—from which is derived the curious term "wakes." About the middle of the Seventeenth century, however, it was ordained that all church wakes were to be held upon the first Sunday in October instead of on different dates as had previously been the case, and for about two hundred years later, Wakes Sunday and the day following was a recognized national festival, akin to the modern Bank holiday. In Herefordshire the day following Wakes Sunday was "Thumping Monday," an allusion to the fighting that so frequently marred the festivities. In Cornwall, Wakes Sunday was known as "Feaston Sunday." Another name was "Hopping Sunday," derived from the dancing which took place.

Breath Transfusion

Just as it is practicable to transfuse blood, it is becoming possible to use the human breath for restoring and revitalizing a patient. Recently a house surgeon at Bedford hospital, England, kept a man alive for some time by breathing into his lungs, and though he failed to prevent death, he was complimented for his heroic action. A few years ago Dr. Henry Durville of Paris treated a boy who had contracted acute pneumonia and his life was in danger. The doctor covered the affected parts of the tissue with a thin towel, and filling his lungs with pure air, breathed heavily, endeavoring to penetrate the body. The treatment was continued for several days and, after a week, the boy was pronounced out of danger.—Vancouver Province.

Massachusetts' Flag

The librarian of the Massachusetts Historical society says: "I do not find a record of the adoption of any provincial flag by Massachusetts, but I do find a resolve passed by Massachusetts on April 29, 1776, among several resolves relating to the encouragement of seamen to enlist in the Colony sea service: 'Resolved, That the uniform of the officers be green and white and that they furnish themselves accordingly, and the colors be a white flag with a green pine tree and an inscription, Appeal to Heaven.'"

Couldn't Fool Peggy

Mother had brought home a box of animal crackers which Edna and Peggy were to divide equally. "Let's each choose some letters and then we'll take the animals whose names begin with those letters," suggested Edna. "For one, I'll take the L's."

"Huh," snorted Peggy, 'I know why you chose the L."

"Well, why?"

"'Cause you want the big crackers. You want to get all the 'lphants."—Boston Transcript.

Long Note on the Oboe

How long can a man blow a note on an oboe, keep it musical, in part, and keep the note going? That question was answered recently in London when Captain Samerzweig held a note on the oboe for 150 seconds, the time being counted by race judges, four stop watches being used in the test. It was regarded as a feat of endurance quite unusual, but the honor for making the test is valueless, no music being written that calls for such prolonged blowing.—Ohio State Journal.

Reader's Cycle

Every inveterate reader goes through an endless cycle in the kind of books he reads, according to one of the Detroit librarians. The cycle goes something like this: Fiction, poetry, biography, history, science—then it begins all over again with fiction. But it does not mean evolution for the reader, because on each lap, he tends to improve the quality of the class of books he happens to be reading.

5 12 PerCent.

Federal Farm Loans

WHY PAY MORE?
CONSULT

T. D. Bowers, Secretary-Treasurer, D. W. Ingersol, H. Stockton Starts Chestertown.

J. H. Hill, Kenedyville.
Arnold W. Willis, Worton.
C. C. Meredith. Queen Anne's.

AN INTERESTING SUBJECT

THE PROJECT OF A BRIDGE ACROSS THE WATERS OF THE CHESAPEAKE BAY. PROPOSED CONSTRUCTION.

LOCATION—TERMS

The Chesapeake Bay divides the State of Maryland in such a way that means of communication between the people living on the Eastern Shore of the bay with the people living on the Western Shore, including Baltimore, the metropolis of the State, is rendered both difficult and expensive. Vehicular traffic from points on the Eastern Shore to Baltimore must go by way of Elkton, thence south across the Susquehanna River at Havre de Grace. This is a wide and expensive detour. Yet during 1926 it is estimated 131,500 automobiles will make this detour.

The only alternative is to take one of the ferries across the bay. These ferries, generally speaking, are well conducted and very helpful, but their capacity is limited, and the transportation of automobiles and trucks is inevitably expensive.

The Eastern Shore of Maryland is one of the most beautiful sections of the Eastern seaboard. Its soil is of unusual fertility, its scenery is beautiful and its extensive water fronts on both Bay and Ocean make it ideal for for intensive development, provided it can be brought into close and convenient communication with the centre of population through which its development must come.

Politically and socially the people of the Eastern Shore are associated with the metropolis of the State. These associations can only be strengthened or indeed maintained if the means of communication be improved to meet present day conditions.

Commercial relations between the two localities must always remain entirely dependent upon speed and economy of communication.

The real need for a highway bridge for vehicular traffic across the waters of the Bay has always been a matter of general knowledge and the construction has been a matter of general interest and of recurring consideration for more than a century but the cost of such a structure has hitherto proved an insurmountable difficulty. The advent of motor traffic in large volume and the advance in engineering knowledge have now brought this problem within the realm of practical business.

Proposed

The Chesapeake Bay Bridge Company to be organized proposes with the assent of Congress, and the approval of the Secretary of War and of the General Assembly of Maryland to construct and maintain such a bridge from a point in Baltimore County near the mouth of Back River on the Western Shore of the Chesapeake Bay to a point in Kent County, midway between Rock Hall and Tolchester Beach.

The case of communication that will result from the construction of this bridge will inevitably prove a decisive factor in the development of the Eastern Shore and bring within the reach of the people of that section an additional easily accessible market for their produce while the merchants of Baltimore City will be in position to acquire a trade which is now diverted elsewhere.

As compared with the present highway route to the Eastern Shore from Baltimore by way of Havre de Grace and Elkton, a saving in distance will be effected by the bridge of 54 miles to Chestertown, 46 miles to Cambridge, 40 miles to Salisbury, 40 miles to Pocomoke and 25 miles to Ocean City.

It is proposed to seek the authority of the General Assembly to operate the bridge as a toll bridge, with the privilege of charging tolls not exceeding the following:—Passenger vehicles, $1.25; Light trucks, $1.50; Heavy trucks, $3.00; Passengers other than driver 15 cents.

These figures indicate that with the toll rates proposed, there will be a saving of about $1.50 a trip or $3.00 for a round trip for passenger automobiles from points between Baltimore and the Eastern Shore by way of the proposed bridge. In the case of a five ton truck the saving will be approximately $3.00 for a single trip. Thus if 200,000 passenger automobiles and 20,000 trucks use the bridge during a year, there will be an actual saving to the people of Maryland of $360,000 a year.

Thus a heavy impost on the traffic and intercourse between the peoples of the Eastern and Western Shores of the State will be forever removed.

Desirability of Location of Bridge

It would not be practical to construct a bridge across the Bay at a point south of Baltimore Harbor. The heavy volume of commerce coming to the port would suffer delay thereby, and the operation of the bridge would be impractical, while the site selected is practical from an engineering standpoint, and will fill all requirements as to accessibility. The western terminus of the bridge will be 14 miles by road from the center of Baltimore City and the eastern terminus of the bridge will be about 13 miles from Chestertown at a point midway beween Rock Hall and Tolchester Beach. The bridge will be 8 miles in length and will be constructed with ample draws to avoid damage or delay to water borne traffic.

Policy Favorable

The public policy of the State has favored the construction of such works of internal improvement by private enterprise, provided the interests of the people of the State are adequately and properly protected, and The Chesapeake Bay Bridge Company will seek the authority of the General Assembly of Maryland to carry on the construction without public assistance in any manner, provided the General Assembly consents.

Population

The nine counties on the Eastern Shore of the Bay has a total population of 194,568 in 1920. This population has remained practically stationary for twenty-five years and at present constitutes about twenty-eight per cent of the population of the State outside of the metropoliton district of Baltimore. This metropolitan district is estimated to contain a population of 847,000 in 1926.

Industry

The factory industry of chief importance in the Eastern Shore District is that of canning fruit and vegetables. There are approximately 305 such establishments employing 5700 persons with an annual production valued at $2,135,000.

Agriculture

The counties of the Eastern Shore are particularly noted for agricultural productivity, in the northerly counties grain and dairy products are most important, in the middle section fruits and berries predominate and in the southern section the most important producs are white potatoes, corn, onions and strawberries.

The average farm acreage on the Eastern Shore in 1925 was 92,008 acres as compared with 76.96 acrea in the counties bordering on the western shore of the Bay.

The value of all crops of the Eastern Shore Counties exclusive of live stock and dairy products in 1919, the last year for which such information is available was $34,415,528 an average yield of $21.19 er acre.

Dairy Products

The Eastern Shore of Maryland received $2,558,097 in 1919 for dairy products, this being about 20% of the receipts from dairy products in the entire state, as the farming land of this section is particularly well adapted to the production of dairy products, and as approximately one-third of the farming land of the State is on the Eastern Shore, it would appear that with increased market facilities great impetus would be given the dairy business on the Eastern Shore.

Fishing

In 1922 the principal steamboat lines carried to Baltimore from the Eastern Shore 14,000 tons of fish and shall fish and it is estimated that during the same year small boats carried to Baltimore from this section approximately 26,000 tons.

Valuation—Markets

The assessed valuation of real and personal property of the Eastern Shore Counties in 1925 was $136,945,510, the average assessment of farm land was $90.00 per acre compared with an average assessment of farm land in the Western Counties (excluding Baltimore County) of $103 per acre.

It is due alike to the Eastern Shore and to the merchants and people of Baltimore that the markets of the metropolis of the State should be rendered easily accessible. The population of Baltimore City is estimated at 807,000 in 1926. The value of its manufactures in 1923 was $715,000,000.

Baltimore's markets population, shipping and industries show a normal rate of growth besides being the metropolis of the State it is the natural metropolitan market for residents of the entire State.

Transportation Facilities

The Eastern Shore Counties contain a highly developed system of State Roads furnishing adequate means of land communication among the Eastern Shore communities. There are in all 850 miles of these improved highways and it is assumed if the proposed bridge across the bay be constructed the State will connect the bridge head with the State Road system on each side of the Bay by an ample boulevard.

Present Facilities between Baltimore and The Eastern Shore.

To travel by land from the Eastern Shore of Maryland to Baltimore, it is necessary to proceed north to Elkton and thence south across the toll bridge at the Sesquhanna River at Havre de Grace, this being a wide and consequently expensive detour.

There are three regular ferries crossing the Bay in the vicinity of Baltimore and Annapolis. The Tolchester Beach Ferry operates an average of three round trips per day between Baltimore and Tolchester Beach.

The Rock Hall Ferry operates two round trips per day between Bay Shore (13 miles from the center of Baltimore) and Rock Hall.

The Annapolis—Claiborne Ferry operates five round trips per day between Annapolis and Claiborne.

In adidtion to the ferry lines there is a general steamboat service between points of importance on navigable waters of the Eastern Shore and Baltimore. This service is conduced by the Baltimore, Chesapeake and Atlantic Railroad Company which employs eighteen boats in its service on both sides of the Bay.

In addition to the regular steamboat and ferry service, there is a large fleet of small boats carrying freight, mostly produce and sea food from the Eastern Shore to Baltimore estimated to carry approximately 200,000 tons during the year.

The number of vihicles and passengers carried by the three ferry lines in 1925, as determined by their annual reports, was as follows:—

Tolchester Beach Improvement Company, 219,400 passengers cars, 22,100 trucks.

Baltimore & Eastern Shore Ferry Line, Inc. (Rock Hall), 47,700 passenger cars, 12,300 trucks.

Claiborne & Annapolis Ferry, 145,700 passenger Cars, 26,800 trucks. Total, 412,800 passenger cars, 61,200 trucks.

Based upon a recent count, it is estimated that during the year 1926, 131,500 motor vehicles will avail themselves of the detour via Elkton and the Havre de Grace Bridge from points on the Eastern Shore to Baltimore and vice cersa.

It is estimated that the railroad on the Eastern Shore carry annually approximately 800,000 tons of frieght, orginating on or destined to points on the Eastern Shore. A very small percentage of this tonage originates in or is destined to Baltimore.

It is possible that no very large proportion of this freight will ever be brought to Baltimore but certainly with added facilities furnished by a direct highway route the door of opportunity heretofore closed will be opened wide.

Resolutions Adopted

The following resolution was regularly offered and adopted by the Eastern Shore Trade and Transportation Committee:

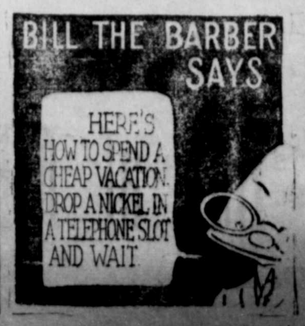
With the limitation that all the present compensation from the State to the ferries now existing to enable them to serve between the Western and Eastern Shores, should be continued and, indeed increased if requisite to secure for the people the logical development of such actual facilities, we pledge our best efforts to secure such legislation as may be necessary to stimulate and increase such transportation facilities for both passenger and frieght across the Chesapeake Bay between some central port or ports or harbor on the Eastern Shore and such railroads entering Baltimore City as have terminals located on the water front of the harbor of Baltimore City, and to enable the State to utilize if necessary its financial resources to encourage the establishment of such facilities including the linking up of the necessary hard-surface roads, and to grant such new enterprises, such compensation or financial assistance as will insure the maintenance of ample and rapid transportation between said points by passenger and light freight steamers and especially by large lines carrying loaded freight cars from Eastern Shore ports to the rail-ends of the trunk lines reaching the harbor of Baltimore City, and to help produce a trans-Chesapeake bridge as soon as is practicable.

Respecting such a bridge, the Eastern Shore Trade & Transportation Committee heartily approves the building of a bridge across the Chesapeake Bay from a point north of the Patapsico River to a point between Tolchester and Rock Hall. The Committee cordially appreciates the public spirit of the private capitalists led by Mr. W. Roscoe Bonsal, a native Marylander, who would make this possible without the taxpayers of Maryland having to furnish the money for building it.

The Committee is also convinced that the development of hard roads needed to give the citizens of Maryland proper approach to the two ends of such bridge will be undertaken under the enlightened and progressive State Roads Commission of Maryland, and is confident that in keeping with the accelerating growth of our State under the governorship of His Excellency, Albert C. Ritchie and the General Assembly of Maryland, every econdmically sound encouragement will be exercised to foster this splendid and long-needed enterprise.

The following Resolutions were adopted by the Board of Directors of the Baltimore association of Commerce, Monday, December 6, 1926.

RESOLVED: That the Legislative Committee of the Baltimore Association of Commerce be and is hereby instructed to aid in preparation and assist in the passage of the necessary Federal and State legislation whereby the proposed bridge across the Chesapeake Bay as recommended by the Eastern Shore Trade and Transportation Committee may become a reality at the very earliest date. In approving the roport, the Board of Directors urges the members of the Baltimore Association of Commerce to use every influence to aid the proposed enterprise as well as render every economically sound encoragement and assistance in the present transportation facilities between the Eastern and Western Shores of the State of Maryland advocated by the Eastern Shore Trade and Transportation Committee in the above mentioned resolution.



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