FARM BUREAU DAY.

(Continued from Page 1)

fail to present themselves are going to miss a whole lot, both in the way of amusement and social intercourse.

The big event of the day will take place with the arrival at the Fair Grounds of the directors and officers of the Maryland Farm Bureau Federation. The program will be as follows:

The Farm Bureau Directors and Officers will reach Towson at 10 o'clock Tuesday morning, Sept. 2. Here they will be met by the Fair Officials and escorted to the fair grounds, where after general inspection of the fair, exhibits, amusements, etc., they will be entertained at luncheon in the new Administration Building. The Farm Bureau officials will be headed by E. P. Cohill, Edwin Warfield, Jr., and M. Melvin Stewart, president, vice-president, and secretary-treasurer, respectively, of the State Farm Bureau Federation. Practically every Farm Bureau county in the State will be represented at the fair on September 2.

Delegations from several counties will travel in automobiles which will be placarded with large letters telling who they are and the name of the county from which they come. Let every Farm Bureau county follow this example, it is ideal.

LUTHERVILLE AGENT HONORED AFTER 31 YEARS CONTINUOUS SERVICE.

(Continued from Page 1)

monial, and Judge Frank I. Duncan made the presentation at his home on behalf of the villagers.

It was entirely unexpected by Mr. Chambers and he was visibly affected and greatly appreciative, and said such a testimonial from his neighbors made him very happy.

During his connection with the railroad office he has known five generations in several families.

TWO SHIPS COLLIDE OFF SPARROWS POINT—ONE BADLY DISABLED.

(Continued from Page 1)

40 men. She was carrying general cargo, while the Stanford, bound from Stanford, Conn., to Baltimore, was in ballast.

Officials of the United American Lines said they received a message from Captain Hutton, but that the details of the collision were not given.

Agents for the Stanford said they were of the opinion that none of the crew of the schooner was injured.

The Stanford dropped anchor after the collision. Captain Nicholas was signaled by the maritime observer that a tugboat of the J. H. Mullen Company was on the way down the bay and would tow her to a shipyard.

ELECTION OF DEMOCRATIC CONGRESS AS IMPORTANT AS ELECTION OF DEMOCRATIC PRESIDENT.

This District Has Seldom Been Represented By A Republican And People Are Fortunate In Having A Democratic Representative Now Who Has Been Faithful To His Trust.

(Continued from Page 1)

Davis or Coolidge will receive 266 votes or a majority of the electoral college, and in that event, under the constitution, the House of Representatives must act. Each State has a single vote, and Maryland has three Democrats and three Republicans in the Congress. So that if this election must be decided by Congress Maryland will not have a voice in the matter by reason of the equally divided vote.

This shows how extremely important it is to have at least a majority of Congressmen in the State.

This Congressional District has but seldom been represented by a Republican; it is strongly Democratic, and we are fortunate in having a representative now who has been faithful to his trust and has stood up squarely not only with his party but has advocated those policies and public measures most beneficial to all the people of his district.

Hon. Millard E. Tydings has made good and he richly deserves the endorsement. He was a gallant soldier and came out of the World War with honors and has the confidence and esteem of his comrades in that great conflict.

But his career as a soldier is not all that recommends him to the people of his native State. He is a prominent member of the State bar and is held in the highest esteem by the people of his home county. If re-elected he will assist in holding up the hand of President Davis. He stands for an honest administration of all the departments of the Government. The Republican elephant in this campaign is handicapped by all kinds of tin cans tied to his tail, and he travels an oily trail, slippery, slimy and unsafe.

Mr. Tydings is entitled to the support of every citizen who believes in a clean, honest and graftless national government, and who desires to repudiate the shameless conduct of those high in Republican positions as brought out by a congressional committe. By all means get busy and make his majority a record breaker.

DR. JOSIAH BOWEN, COUNTY HEALTH OFFICER, BROADCASTS FROM STATION W-E-A-R.

(Continued from Page 1)

There are several varieties of flies that we see from spring until fall. Of 23,087 flies captured in hotels, dining cars and private homes by the U. S. Public Health Service 22,808 were the ordinary house fly, known as the musca dimestica.

Late in the summer and early fall these flies are killed by a fungus and later by the cold. Some few manage to live in a warm house through the winter. When the first warm days of spring arrive they come out of their hiding place and begin to breed for the summer.

A pair of flies starting in April will lay enough eggs and by their hatching will produce several generation so that by fall many millions of flies will have been born, added their toll of disease and then die.

Flies lay their eggs in manure piles, garbage cans and in the very unsanitary outhouses—so you can readily see what a dirty start they get in their life. In these places the eggs undergo development, in their places they hatch, in these places they feed, and from these places they carry disease.

A fly will deposit about 120 eggs at a time, depending on weather conditions these eggs take from 8 hours to 24 hours before they reach the second stage or larvae.

They remain in this larvae stage for five days and then further develop into the puparium, requiring about five more days for full development. In another few days they start to lay eggs. In this climate from 12 to 13 generations develop each year.

Flies taken from outhouses, garbage cans, swill barrels and dining rooms and examined for germs have been found to have on and in them from 150,000 to 4,000,000 germs. Just think what happens when one of these germ laden flies get into the milk, sugar, crawls over the cake and butter, leaving their death-dealing germs behind. There is a very thing about the fly. Apparently it is always hungry—maybe it is—but no matter how full a fly is, upon alighting upon somethin g that strikes its fancy and no matter how full of food he may be the fly simply disgorges that which is in his intestinal tact and starts all over again. This the fly repeats just so often as it desires to do so.

Flies are mechanical carriers of several diseases—that is, they pick up the germs of typhoid, dysentery, cholera, infantile diarrohea and tuberculosis from outhouses, garbage cans, manure piles, dirty yards, alley ways and streets and carry them to food which people consume and in this way the people contract the disease. A fly is the dirtiest and most dangerous insect we have. A housekeeper is known by the number of flies she allows to stay in the house.

To prevent the development of flies is not eactly easy, as it requires work and constant supervision; there are several ways of doing it.

First—when manure pits can be screened they should be screened. When this is impssible the manure should be removed every nine days and spread thinly over the fields so that the direct rays of the sun can reach it.

Secnd—garbage should be placed in covered garbage cans, collected regularly and properly disposed of by a reduction plant, burning or by burying it.

Third—houses should be well screened to keep out as many as possible.

Fourth—Fly paper should be used.

Fifth—Fly swatters always kept at hand and promptly used.

Sith—The rules of general cleanliness observed; remembering, if you don't get the fly He might get you.

USED Ford CARS

'23 TOURING, starter and dem., good condition.....$275.00
'22 TOURING—starter and dem. $150.00
'21 TOURING—Starter and dem. $125.00
'21 TON TRUCK— Body and cab, pneumatics.....$150.00
'22 RUNABOUT—Starter and Dem., new body.....$225.00
19 TOURING—plain dem. $125.00
'20 SEDAN—Starter and dem. $200.00
'21 SUBURGAN—Starter and dem., good condition.....$150.00
'22 COUPE—Good tires, very good car $275.00
'17 TOURING—Plain clincher $50.00
'14 CHASSIS—plain clincher $20.00
AUTOCAR TRUCK—Body and cab $375.00

PHONE OR WRITE FOR DEMONSTRATION.

OPEN SATURDAY EVENING, 7—9 O'CLOCK

HENRY RECKORD

Telephone, Towson 33 — 3 West Chesapeake Ave. TOWSON, MD.

See the New Buick Six

TIMONIUM FAIR

SPACE 24 - 25

YORK ROAD GARAGE

TOWSON, MD.

Baltimore County Buick Dealers

TIRE SALE!

We are offering to our trade

Firestone Tires and Tubes

at a great reduction,

Get our prices before you buy.

SPECIAL:

30x3½ Clin. Cord,	$9.50	32x4 Firestone Cord,	$18.00
30x3½ Reg. Clin. Cord,	$9.50	34x4 S. S. Cord,	$19.00
30x3½ Ext. Clin. Cord,	$11.50	32x4½ S. S. Cord,	$23.00
30x3½ S. S. Cord,	$12.00	33x4½ S. S. Cord,	$23.50
31x4 S. S. Cord,	$16.00	34x4½ S. S. Cord,	$24.50
32x4 S. S. Cord,	$18.00	33x5 S. S. Cord,	$30.00
33x4 S. S. Cord,	$18.50		

Mason's Garage

Towson, Md.

Joshua Horner, Jr,. Equitable Building, Baltimore; William P. Cole, Jr., Towson, Md.; Marbury, Gosnell & Williams, 701 Maryland Trust Building; Benson, Nock & Rowe, 1301 Fidelity Building; Duncan, Schwatka & Flynn; 1004 Fidelity Building, Baltimore, Maryland.

TRUSTEE'S SALE

— OF —

Gentleman's Country Home and the Entire Village of Ashland, Baltimore County, Maryland

LOCATED ON THE NORTHERN CENTRAL RAILROAD ABOUT 8 MILES NORTH OF BALTIMORE AND 6-10 OF MILE EAST OF YORK TURNPIKE ROAD, CONSISTING OF A LARGE TRREE-STORY BRICK, SLATE ROOF RESIDENCE AND ALL NECESSARY OUTBUILDINGS WITH 18 ACRES TILLABLE GROUND CONTIGUOUS THERETO; 12 DOUBLE BRICK AND FRAME DWELLINGS, 10 SINGLE DWELLINGS, ALL IN GOOD CONDITION AND OCCUPIED AT THIS TIME; ALSO APPROXIMATELY 6 ACRES OF CLEAR LAND FRONTING ON WELL IMPROVED COUNTY AND PRIVATE ROADS SUSCEPTIBLE TO IMMEDIATE DEVELOPMENT.

By virtue of a decree of the Circuit Court for Baltimore County passed on the 12th day of May, 1924, the proceedings entitled Jennie M. Horner vs. Laura Bates, et al., the undersigned, trustees, will sell at Public Auction on the premises,

ON WEDNESDAY, SEPTEMBER 17TH, 1924,
At 12 O'Clock Noon,

All that Tract of Land and Premises with Improvements hereinafter specifically referred to, situate in the Eighth Election District of Baltimore County and located as follows; All that land at Ashland Station on the Northern Central Railroa about eight miles north of Baltimore City and 6-10 of a mile east of the York Turnpike Road, from a point just north of fthe village of Cockeysville with the exception of Station, Three Dwelling Houses and Land contiguous thereto owned by the Northern Central Railroad; and another large portion of the said property fronting on a well-improved road leading from Ashland Station west to the York Turnpike Road, a distance of approximately 6-10 of a mile and another portion of the said land fronting on a well-improved concrete and macadamized road running east from the York Turnpike Road from a point just north of the village of Cockeysville to the village of Phoenix and also over one of the recently constructed bridges by the City of Baltimore over the Gunpowder Reservoir. This road affords one of the main drives from the York Turnpike Road to and over the concrete road system recently constructed by Baltimore City over the entire Gunpowder Water Area from its northernmost section at Phoenix to the new dam at Loch Raven. The land aforesaid (using the well-improved road running from Ashland Station west as a dividing line for the purpose) is described as follows:

1. Beginning for the same at a stone heretofore planted at the end of the third or South 20 3-4 degrees West 11 perches line of that parcel of land which by deed dated May 18th, 1874, and recorded among the Land Records of Baltimore County in Liber J. B. No. 88, folio 536, &c., was conveyed by The Ashland Iron Company to the Trustees of The Presbyterian Congregation of Ashland and running thence binding on said land the two following courses and distances, viz: North 24 degrees 43 minutes east 205 feet 7 inches and north 38 degrees 39 minutes east 82 feet 6 inches to intersect the last or South 64 degrees 45 minutes East 52 and 7-10 line of that parcel of land which by deed dated May 15, 1893, and recorded among the Land Records of Baltimore County in Liber L. M. B. No. 197, folio 356, &c., was conveyed by Bertha M. Poulterer and husband to Joshua Horner, Jr., et al., and running thence binding on said line South 62 degrees 47 minutes East 29 feet 7 inches to a stone heretofore planted; thence north 42 degrees 39 minutes East 231 feet 7 inches to a stone heretofore planted in the westernmost outline of the land which by deed dated July 18th, 1881, and recorded among the Land Records of Baltimore County in Liber W. M. I. No. 123, folio 523, &c., was conveyed by The Ashland Iron Company to the Board of County School Commissioners of Baltimore County, running thence binding on said land the two following courses and distances, viz: South 24 degrees 13 minutes East 34 feet 1 inch and North 73 degrees 47 minutes East 115 feet 6 inches; thence South 4 degrees 13 minutes East 15 feet to the centre of the road; thence running and binding on the centre of said road the 8 following courses and distances, viz: North 78 degrees 18 minutes East 144 feet 9 inches, North 88 degrees 49 minutes East 108 feet 8 inches, North 87 degrees 36 minutes East 30 feet 3 3-4 inches, South 89 degrees 4 minutes East 48 feet 1 inch, South 84 degrees 14 minutes East 124 feet 1 and 5-8 inches, South 81 degrees 8 minutes East 213 feet, South 73 degrees 30 minutes East 113 feet 3-4 inches and South 65 degrees 20 minutes East 203 feet to intersect the southernmost right of way line of the Northern Central Railroad and to intersect the North 32 degrees 50 minutes East 1555 feet line of that parcel of land which by deed dated January 4, 1920, and recorded among the Land Records of Baltimore County in Liber W. P. C. No. 566, folio 473, &c., was conveyed by Laura T. Bates, et al., to The Mayor and City Council of Baltimore; thence running and binding on said land the 3 following courses and distances, viz: South 34 degrees 25 minutes West 909 feet 7 inches North 83 degrees 16 minutes West 457 feet 6 inches and North 45 degrees 35 inches West 608 feet 6 inches to the place of beginning. Containing 20 4-10 Acres of Land, more or less.

2. Beginning for the same on the Easternmost side of the County Road at a stone heretofore planted at the end of the third or South 83½ degrees West 11 perches line of that parcel of land which by deed dated July 18, 1881, and recorded among the Land Records of Baltimore County, in Liber W. M. I. No. 123, folio 523, &c., was conveyed by The Ashland Iron Company to the Board of County School Commissioners oof Balatimore County, running thence binding on said land the two following courses and distances, viz: North 87 degrees 46 minutes East 184 feet 8 inches and South 4 degrees 13 minutes East 180 feet to the centre of a road; thence running and binding on the centre of the aforesaid road the 8 following courses and distances, viz: North 78 degrees 18 minutes East 144 feet 9 inches, North 85 degrees 49 minutes East 108 feet 8 inches, North 87 degrees 36 minutes East 30 feet 3 3-4 inches, South 89 degrees 4 minutes East 48 feet 1 inch South 84 degrees 14 minutes East 124 feet 1 5-8 inches, South 81 degrees 8 minutes East 213 feet, South 73 degrees 30 minutes East 113 feet 3-4 inches, and South 65 degrees 20 minutes East 203 feet to the Southernmost side of the Right of Way of the Northern Central Railroad and to intersect the North 32 degrees 50 minutes East 1555 feet line of that parcel of land which by deed dated January 4th, 1920, and recorded among the Land Records of Baltimore County in Liber W. P. C. No. 566, folio 473, &c., was conveyed by Laura T. Bates et al. to the Mayor and City Council of Baltimore, running thence binding on said line and on the Southernmost side of the aforesaid Right of Way North 34 degrees 25 minutes East 472 feet 6 inches; thence North 77 degrees 24 minutes West 1432 feet 4 inches to the Easternmost side of the County Road aforesaid; thence running and binding on said road the four following courses and distances, viz: South 30 degrees 32 minutes West 16 feet 6 inches, South 24 degrees 32 minutes West 181 feet 6 inches, South 1 degree 23 minutes West 82 feet 6 inches, South 24 degrees 13 minutes East 156 feet 3 inches to the place of beginning. Containing 12 9-10 Acres of Land more or less.

The land first described herein has a frontage of approximately 1500 feet on a well-improved public road and is improved by a Large Three-Story Brick, Slate Roof, Twenty-room Dwelling. This property has all outbuildings necessary to make an ideal gentleman's country home. The entire acreage is tillable, used at the present time for garden and farming purposes with the exception of land immediately adjacent to the residence which provides a large lawn running from the house to the railroad and the public road. Large quantity of Shrubbery and Ornamental aand Fruit Trees of every kind located thereon. This property stands particularly high and from almost every point the Loch Raven Reservoir Area of Baltimore City can be seen; in fact the Reservoir property borders on the Southernmost portion of this land. The area described includes the improvements marked 36 and 37 on the accompanying plat, they being a brick store, warehouse and dwelling and a small stone dwelling respectively. These properties are not considered as part of the main tract herein described.

The land secondly described hereinbefore comprises in the main the village of Ashland and the plat of the property accompanying this advertisement discloses 35 lots with a definite frontage and depth to each, all improved by either Frame, Brick or Stone Dwellings as the plat discloses. The improvements consist of 5 Single Dwellings and 12 Double Dwellings and 4 Stone Dwellings numbered 32 to 35 inclusive on the plat. In addition to the improvements aforesaid "Field B" as shown on plat immediately adjacent to the Public School property is ideally located for immediate development. The same can be said of "Field A" comprising 5 Acres of Land, all of which stands very high and provides an outlook from every point thereof to the City Reservoir property and adjacent country. "Field C" on said plat is now used as the community garden and can be readily utilized for development purposes if the purchaser so desires. The lines of division and the private rights of way shown on plat were prepared by the County Surveyor of Baltimore County to meet the present condition of the property so far as fences, private garages and the use of the several properties has been for years past. It can be easily changed by anyone having a different idea about the development of this particular tract.

The descriptions hereinbefore set forth were prepared by William B. Whitney, the County Surveyor for Baltimore County and comprises all of the property to be sold by the undersigned. The property herein advertised comprises all the land with improvements described in a deed dated May 15, 1893 from Bertha N. Poulterer to Joshua Horner, Jr., et al., recorded among the Land Records of Baltimore County in Liber L. M. B. No. 197, folio 356, &c., and also described in deed from Bernard Carter, et al. trustees, and Jennie M. Horner to J. F. C. Talbott and wife, dated February 29th, 1904, and recorded among the Land Records of Baltimore County in Liber W. P. C. No. 276, folio 55, &c., also described in a deed dated April 12th, 1904, from J. F. C. Talbott and wife to Emanuel Herman and Jennie M. Horner, save and except therefrom all those two parts of the original tract conveyed by the two following deeds: First: Deed dated September 28th, 1923, from J. Leroy Hopkins, trustee, to Northern Central Railway Company, recorded among Land Records of Baltimore County in Liber W. P. C. No. 578, folio 291, &c.; Second: by deed dated January 4th, 1923, from Laura T. Bates, et al. to The Mayor and City Council of Baltimore, this deed recorded among the Land Records of Baltimore County in Liber W. P. C. No. 566, folio 473, &c. Title to the aforesaid property vests at this time in the parties to the above referred to proceedings in the Circuit Court for Baltimore County, all of which is disclosed by the pleadings in said case.

RAILROAD ACCOMMODATIONS.

Eleven trains north and eleven trains south on the Northern Central Railroad stop at Ashland Station daily. The Railroad owns the Station property and some dwellings in the town hereinbefore mentioned.

WATER SUPPLY.

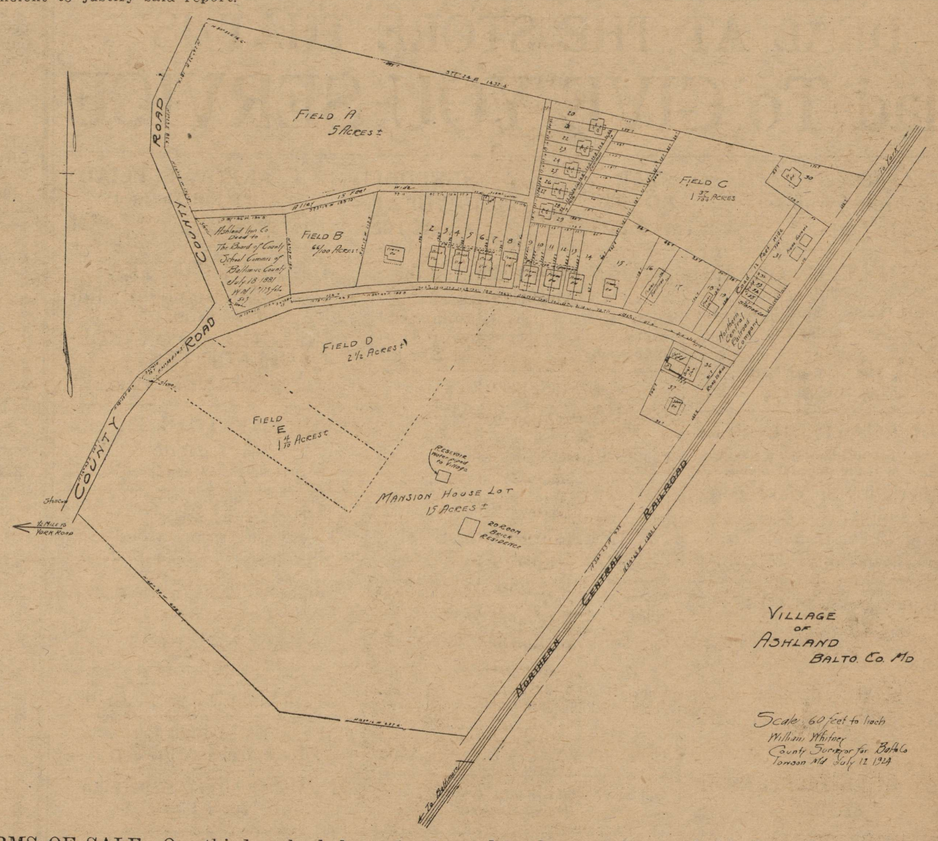
The entire property is supplied with a natural flow of water from the hills to the east of the property, the water being conveyed by pipe line under the Loch Raven Reservoir land belonging to Baltimore City and the tracks of the Northern Central Railroad to an through the large residence on the first described tract and thence to a large reservoir of sufficient capacity to supply the entire village. Some of the improvements described in the second tract have running water from the reservoir but all have hydrants connected with the water system easily accessible. If the property is disposed of as an entirety by the undersigned the purchaser will aassume the obligation in accordance with agreement the owners of said property are under with Baltimore City to pay one-half of all expenses incurred in preserving the pipe line under the City Reservoir. In the event the second described tract or any part thereof is sold separately from the first described tract the water supply now existing will be preserved for the benefit of such properties. The first described tract will be sold subject to the use of the property in general to the Reservoir and pipelines located thereon as they now exist. Any additional information regarding the water supply will be furnished by the undersigned trustees and statement in reference thereto will ba made on the day of sale.

This entire property was originally used as an industrial plant, the improvements with exception of factory, being especially adapted for such purpose at this time

Immediately adjacent to "Field B" shown on the plat is one of the County Public Schools and directly across the County Road to the west thereof is located a well-built stone Church and Parsonage. Electric light and telephone service run to the entire village, some of the improvements being wired at this time.

The property will be offered at the time and place aforesaid as a whole with the right reserved to the undersigned to accept or reserve such bid as might be offered. In the event that the price offered is reserved the property will then be sold piece by piece in a way to be determined at the time of sale. If sold in separate parcels and tracts each bid therefor will be reserved until the last parcel has been offered. The undersigned reserve the right to reject all offers for the property whether bid as a whole or in part and none of the separate tracts will be sold until the aggregate from all offered in that way shall determine which bid, if any, is to be accepted.

The undersigned trustees being empowered to sell this property either at public or private sale, will entertain any bids for the same and will withdraw this advertisement for public sale and report for immediate ratification to the Court an offer privately made for sum sufficient to justify said report.



TERMS OF SALE—One-third cash; balance in six and twelve months, one-half of the balance in six months and all of the balance thereafter in twelve months, or all cash, as the purchaser may elect at the time of sale; credit payments to bear interest from the day of sale and to be secured to the satisfaction of the undersigned trustees. This applies to the sale of the property as a whole and also to the individual purchasers of separate tracts if the property is disposed of in that way.

In the event the property is sold as a whole a cash deposit of Five Thousand Dollars ($5,000.00) will be required of the purchaser at the time of sale, the balance of the purchase money to bear interest from day of sale. In the event that the property is sold in separate parcels acash deposit of 25% of the selling price of each parcel will be required of the purchaser at the time and place of sale, the balance of the purchase money to bear interest from the day of sale.

JOSHUA HORNER, JR.,
WILLIAM P. COLE, JR.,
Trustees.

WILLIAM P. BUTLER and MILTON J. DANCE, Auctioneers, Towson, Maryland.

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