LONG GREEN GRANGE ELECTS OFFICERS.

New officers of the Long Green Grange were elected at the meeting held on Thursday evening last, as follows: Master, William Francies; overseer, Herbert J. Lee; steward, Elmer Dilworth; assistant steward, Harry Crilley; lecturer, Mrs. Herbert Lee; secretary, Mrs. Henry Reier; treasurer, Miss Edith Crilley; lady assistant steward, Mrs. J. W. Isennock; chaplain, Mrs. John Mumma; ceres, Mrs. D. O. King, flora, Mrs. J. O. Francies, pomona, Mrs. Elmer Dilworth; gatekeeper, Henry Reier; captain of the degree team, Harry Crilley.

Sincere Service

When Death Visits Your Home Let Us Relieve You Of All The Details of The Funeral.

JOHN BURNS' SONS
TOWSON, MD.

SHAWAN PATRONS' CLUB TO MEET FEBRUARY 5TH.

The February meeting of the Patrons' Club of Shawan Public School will be held on the evening of February 5th.

MILLIONS OF FARMERS BANKRUPTED BY THREE YEARS OF REPUBLICAN NATIONAL RULE.

Department Of Agriculture Revealing Extent Of The Distress Which Has Been Experienced By "Tillers Of Soil"—5 Or 6 Millions Of Men, Women And Children Involved In This Wholesale Ruin.

(From the Washington Correspondent of The Jeffersonian.)

Official figures compiled and published by the Department of Agriculture are revealing the extent of the distress which has been experienced by the agricultural producers of the country during the last three years of Republican control of national affairs. Practically a million farmers have been bankrupted. It is estimated that five or six millions of men, women and children, have been involved in this wholesale ruin of agriculture values.

The Department of Agriculture conducted a special inquiry among the farmers of fifteen States of the East North central region in which there are a total of 2,289,000 owners and operators of farms. Replies were received from about 2,400 of these farmers. The results of this inquiry indicate that in the section studied more than 108,000 farmers had lost their farms or other property through foreclosure or bankruptcy, more than 122,000 had lost their holdings without legal proceedings, and nearly 373,000, although practically ruined, had kept their property only through the leniency of creditors.

While these farmers are in poverty and distress the Republican Administration is devoting all its energies to the task of reducing surtaxes for the wealthiest classes in the country. The Alministration's insistence on the enactment of the Mellon tax plan in preference to any other would consume practically all the present session of Congress and thus prevent the passage of any legislation for the relief of the farmers.

CHANCE-TAKING BRINGS DISASTER—DEATHS LOVES A SHINING MARK.

(Continued from Page 1)

any time to be the case with any other train until railways not only have perfect equipment but are manned by employees who never take chances.

Every superintendent can testify that now and then a well-known rule of safety—such, for example, as the rule never to put a green fireman, or a dull-minded flagman, on an important express train—has to be violated. Or, at any rate, is violated. "The Twentieth Century" now means, not one train but many; not the education of a half dozen enginemen, but of half a hundred. To train a few crack runners is one thing; to be able to run several extra sections over ten divisions on two days' notice is quite another thing. In short, perfect railroading is in this age a tremendously perplexing problem, and all this chance-taking, combined, must bring disaster, sooner or later.

It is no wonder that the automatic train-stop (including its own new dangers) is coming to find some favor even with conservative signal engineers. The New York Central, along with other roads, has for months been expending thought, money and varied efforts in the attempt to devise an automatic tran-control system—not a mere stop—that can be used on its very busy lines and not cause more troubles than it cures. How far we must yet go in this direction before reaching perfection, even in theory, is yet to be seen. The present disaster will most certainly quicken progress all along the line.

The human brain in the locomotive cab is a better machine, year by year, and no one can deny the real improvement that has been accomplished in the last dozen years; the best engineman make fewer mistakes. But the operation of scores or hundreds of fast and heavy trains does not depend simply on finding a lot of runners with good brains—but on the smooth working, day in and day out, of a vastly complicated administrative machine; and the demand for additional mechanical and electrical devices, to check the human element, is entirely natural.

The fact, however, remains that each new report on a serious collision shows where we have failed to make use of the safeguards which are already available. The records of the Bureau of Safety of the Interstate Commerce Commission are full of well-known lessons which have been public property for years. The particular lessons of the Forsyth collision can not be formulated until the results of the detailed investigation are available; but it will be an unheard-of thing if the report does not disclose more than one contributing cause. If first reports are true, the engineman had passed two or more caution signals at high speed and had not slackened materially until he passed a good distance beyond the second one; whereas everybody agrees that the only entirely satisfactory way to run such a train as that at full speed, especially in a foggy atmosphere, is to drop back far enough to get all distant indications clear. The New York, New Haven and Hartford finds decided satisfaction in its rule that at every cautionary signal the engineman must not only reduce speed (which may mean much or little), but must at once bring his train under control. This rule deserves more consideration than it has received. The informed reader will recall other rules, essential to the highest safety, which every now and then are found to have been relaxed or ignored, even on our best railroads.

Discussion of this disaster will include much talk about automatic train-stops, automobilists' carelessness, and the duty of doing away with grade-crossings, in all of which topics there are lessons a-plenty; but the immediate lesson, as regards the lives of passengers in sleeping-cars on foggy nights, is to do everything humanly possible to have a perfect engineman, with an experienced and conscientious fireman, on every fast train. The Bureau of Safety has set forth this lesson many times, and probably will now have to do so again.

FIRE STARTED BY TRAMPS DESTROYS FRAME HOUSE.

Fire, believed to have been started by tramps seeking to escape from the cold, destroyed a small frame house, near Graceland Park.

The blaze was discovered by John Hutchinson, but firemen arrived too late to save the building.

IF YOU HAVE NOT RECEIVED

BOLGIANO'S ANNUAL

GARDEN AND FLOWER SEED CATALOGUE

A POSTAL WILL BRING IT.

WELL ILLUSTRATED AND FULL OF GOOD, VALUABLE INFORMATION AS TO WHEN WHAT AND HOW TO GROW THE BEST VEGETABLES.

THE J. BOLGIANO SEED CO.
103 PRATT ST.
BALTIMORE MARYLAND

S. C. RHODE ISLAND REDS!

Hatching Eggs and Stock...

From the very best Exhibition and Laying Strains in America. Can furnish single birds, pairs, trios or pens. Eggs for hatching.

CHARLES W. HELD,
Towson, Md.

IN OUR OFFER OF
"S-E-R-V-I-C-E"
We include a personal lasting interest in your Eye Glass comfort and well being—
We Examine Your Eyes
Adjust Frames
Fill Prescriptions
Make Repairs

BRANDT AND WARNER
Optometrists---Opticians
Masonic Temple
221 N. Charles St., Baltimore

CANARIES, PARROTS, and FANCY BIRDS
Priced at $7 Up.
Aquarium of Choice Designs
Cages of all designs and makes $2.00 Up.
Wrought Iron Stands with Bowls $2.00 Up.
Bird and Dog Supplies.
Barauck's Bird Shop
22 N. Charles St. Baltimore

RADIO
IN ALL ITS BRANCHES
All Kinds of Receiving Sets.
Repairing and Parts of all kinds.
Concert Every Saturday Night
YORK ROAD GARAGE
TOWSON, MD.

A&P MONEY-SAVING POSSIBILITIES WITHOUT AN EQUAL

DEL MONTE SPECIALS

ASPARAGUS, Tips or Tall,	39c
Yellow Cling Peaches, No. 2½ Can	23c
SLICED PEACHES, No. 2½ Can,	25c
PEARS, No. 2½ Can,	29c
FRUIT SALAD, No. 2½ Can,	42c
FRUIT SALAD, No. 1 Can,	25c
PINEAPPLE, No. 2 Can,	27c
PINEAPPLE, No. 2½ Can,	37c
APRICOTS, No. 2½ Can,	25c
CHERRIES, No. 2½ Can,	35c

Red Circle COFFEE, lb. 29c

SUNNYFIELD PANCAKE BUCKWHEAT FLOUR, Pkg. 10c

A&P Oats	pkg. 9c
Golden Crown Syrup	No. 1½ Can 10c
Pumpkin	Can 15c
Iona Tometoes	No. 2 Can 10c
Iona Beets	Can 15c
Iona Lima Beans	Can 13c
Iona String Beans	Can 13c
A&P Macaroni or Spaghetti,	3 Pkg. 25c
A&P Baked Beans	Can 9c
Iona or Beacon Cocoa	2-lb. Pkg. 25c
Parker's Label Peas	Can 14c
A&P Soap Flakes	5-oz. Pks. 7½c

THE GREAT ATLANTIC AND PACIFIC TEA CO.
OVER 8500 STORES IN THE U. S.
TOWSON, MD. COCKEYSVILLE, MD.

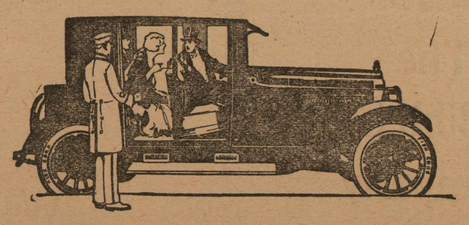
The Day of the Knight is here!

238% Sales Increase!

One thing sure—it takes a wonderful motor car to make the brilliant record Willys-Knight made in 1923.

People are turning to the Knight for its beautiful coachwork, its luxurious comfort, its distinction, its great strength—but mainly and mostly for the many incomparable benefits of the wonderful Willys-Knight sleeve-valve engine. The engine that grows quieter, smoother and more powerful in use!

Mason's Garage
Towson, Md.



WILLYS-KNIGHT

TIRE FACTS

During the past year FALLS TIRES have "won" every where with their unusual over mileage records.

One of your resolutions for the new year should be that you will continue to use

FALLS all around

which means enTIRE satisFACTion.

Order from your dealer TODAY

Special Offer
On the New Period, Console and Other Model
VICTROLAS
We will take your old type talking machine in trade, making a liberal allowance, and send one of these new models to your home—the balance can be paid in convenient monthly payments.
OUR GOLD BOND GUARANTEE
We agree to oil, regulate and tune the motor and reproducer during their lifetime without cost to the original purchaser
JOIN OUR VICTROLA CLUB
Immediate Delivery $5 Initial Payment
LEXINGTON TALKING MACHINE SHOP
(Inc.)
108 W. Lexington St.
Make Your Selection Early
Open Saturday Nights

© Maryland State Archives mdsa_sc3410_1_81-0824.jpg