Tolchester Company

WINTER SCHEDULE

In effect after December 24th, 1912.

SASSAFRAS RIVER and TOLCHESTER LINE.

(Weather and Ice Permitting)

Every Thursday Steamer will leave Fredericktown at 12 noon, Betterton at 1.00 p. m., Worton Manor 1.45 p. m., Tolchester 3 p. m., arriving in Baltimore about 5 p. m.

Will leave Baltimore Thursday at 7.00 a. m., for Betterton and Sassafras River Landings, stopping at Tolchester on the return trip.

Tolchester Schedule—Saturdays, leaves Baltimore at 7.00 a. m. and 2.30 p. m.; leave Tolchester at 9 a. m and 4.30 p. m.

TOLCHESTER COMPANY,
Dec21. Pier 16 Light St., Baltimore.

Maryland, Delaware & Virginia R. R. Co

CHESTER RIVER LINE

SCHEDULE

In Effect December 1st, 1912.

Steamer will leave Baltimore Pier 7, Light St. wharf Tuesday, Thursday and Saturday at 11 a. m., weather and tide permitting, for the following points:

Rock Hall, Queenstown, Bogles, *Spaniard's Point, Cliffs, *Indiantown, *Ashland, Quaker Neck, Booker's, *Riverside, Rolph's, *Piney Grove, arrive Chestertown about 5.30 p. m.

*Stops on signal.

Returning, steamer will leave Chestertown for Baltimore Monday, Wednesday and Friday at 8.00 a. m. weather and tide permitting, stopping at the above landings arriving in Baltimore about 2.30 p. m.

Steamer will leave Baltimore, Pier 7 Light St weather and tide permitting, Wednesday at 5.00 p. m., stopping at *Spaniard's Point, *Cliffs, *Indiantown, *Quaker Neck, *Bookers *Riverside, *Rolphs, *Piney Grove, Chestertown, *Buckingham, *Sorys, *Deep Landing, Crumpton.

*Stop on signal.

Returning steamer will leave Crumpton (weather and tide permitting) for Baltimore Thursday at 12 noon, Chestertown at 4.00 p. m., stopping at the above landings.

This Time Table Shows the times at which steamers may be expected to arrive at and depart from the several wharves, but their arrival or departure at the times stated is not guaranteed, nor does the Company hold itself responsible for any delay or any consequences arising therefrom.

WILLARD THOMPSON,
General Manager

T. MURDOCH,
General Passenger Agent.

W. H. BROWN, Agent, Baltimore.

Marion T. Miller's Offer

To All Preparatory to

STOCK-TAKING.

In order to reduce our stock for stock-taking during the next two weeks, commencing on SATURDAY, JAN. 4TH. and continuing until SATURDAY, JAN. 18th, I will give, actually give away goods as follows:

TO ALL CASH CUSTOMES buying Dry Goods and Hosiery, Spool Cotton, Rubber Boots and Shoes amounting to Ten Dollars, we will give you your choice of any dollar article in our store or goods amounting to one dollar, or if you buy only one Dollar's worth of these goods we will give you a TEN CENT ARTICLE.

TO ALL CASH CUSTOMERS buying all other goods in the Notion Line (not mentioned above) also Boots and Shoes, Clothing all kinds and Fancy China and Glassware amounting to Ten Dollars we will give you your choice of any Two Dollar article in our store, or two dollar's worth of goods, or for every dollar spent in these we will give you an EXTRA TWENTY CENTS WORTH OF GOODS.

TO ALL CASH CUSTOMERS buying Toys to the amount of One Dollar we will give them extra twenty-five cents worth of Toys.

We will also have a JOB COUNTER with some Net Cash Bargains on it marked way down.

All come and take advantage of our offer and help Miller to take stock. Wishing all success in every good thing for the coming year, I am,

Yours very truly,
MARION T. MILLER,
j1-tf Rock Hall, Maryland.

Why Not Insure Your Property

—IN THE—

Mutual Fire Insurance Co.

Of Kent County.

During the past 5 years it has paid to its members whose policies have been discontinued over $24,000,00
It has paid losses over 22,000.0(
And at the same time has increased its assets over : : : : 14,000.0(
Its members are saving from 30 to 50 per cent. of premium paid.

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GEO. B. WESTCOTT, Sect'y.

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James H. Baker, Jeff. D. Bacchus
Samuel Vannort, R. G. Nicholson
E. S. Valliant, L. C. Meginnis
E. W. Emory, Fred. G. Usilton
Geo. B. Westcott, Thos. W. Eliason

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Specialist

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A word of encouragement for those afflicted with this terrible disease; Cancer (hitherto considered incurable) can be cured despite all statements to the contrary. Delay, the greatest obstacle to a permanent cure must be thrust aside immediately

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The women who have used *Dr. Pierce's Favorite Prescription* will tell you that it freed them from pain—helped them over painful periods in their life—and saved them many a day of anguish and misery. This tonic, in liquid form, was devised over 40 years ago for the womanly system, by R. V. Pierce, M. D., and has been sold ever since by dealers in medicine to the benefit of many thousand women.

Assist Nature now and then, with a gentle cathartic Dr. Pierce's Pleasant Pellets tone up and invigorate liver and bowels. Be sure you get what you ask for.

Now—if you prefer—you can obtain Dr. Pierce's Favorite Prescription tablets at your druggist at $1 per box, also in 50c size or send 50 one cent stamps to Dr. R. V. Pierce, Buffalo, N. Y. for trial box.

Go to ELWOOD WHALEY'S

CHESTERTOWN, MARYLAND

AND GET YOUR HORSE SHOD WITH

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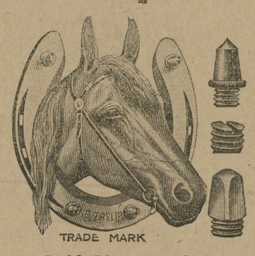

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For reading—for all home use—the best lamp you can buy is the Rayo.

There is no glare; no flicker. The light is soft and clear. The Rayo is a low priced lamp, but you cannot get better light at *any* price. Rayo lamps are lighting more than three million homes.

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The **Rayo** Lamp Lighted without removing chimney or shade. Easy to clean and rewick. Made in various styles and for all purposes.

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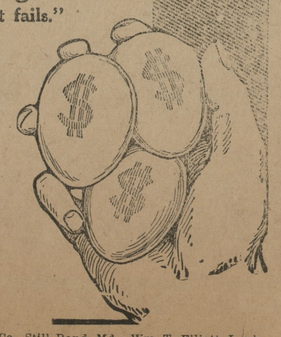

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THE CHINESE JUNK

A Curious Craft It Is, With Eyes Painted on Its Masts.

SOME TOPSY TURVY METHODS

The Crew's Quarters Are Aft, Not Forward, and John Blandly Sets His Course East South and Tells You the Wind Is Blowing From West North.

The origin of the ancient old world junk, like all things Chinese, is involved in some obscurity, but its first model seems to have been a Chinese conception of some huge marine monster. The teeth which are usually shown in all the terrors of ferocity on the bow denote the mouth. Long boards running aft from the bow, both to port and to starboard, represent the awe inspiring jaws. The sails are fins, while the tail waving aloft, an appendix which all properly constituted dragons of the sea must certainly have, is denoted in the high stern. But most of these characteristics have lost much of their significance in recent years, with the one exception of the eyes, which are always painted on the masts. Captain John is loath to part with them, for, as he warily exclaims:

"No have eye, no can see; no can see, no can go."

John Chinaman, shipbuilder, when he takes a notion to build one of his junks does not bother himself much about plans and specifications. Give him the model. Then he will lay his lines off on the floor or on an open space of ground and build his ship as he goes along by the simple rule of thumb. Considering the result he has attained, he is no doubt convinced of the superiority of his method over every other. Fir, teak and pine are the woods he uses in his construction.

The seams of the hull are caulked with rattan shavings and "payed" with a cement of oil and gypsum. The whole of the hull is well tarred, while the upper works are smeared with wood oil. Then comes a final coat of paint—green, blue, white, red—in fact, any color but yellow, which must be reserved for the many flags the completed ship will carry to proclaim her nationality.

When it comes to equipments, they seem antiquated compared with the ones we employ. The windlass is an elongated, barrel shaped roller extending across the broad bow, on either side of which is arranged a series of fixed spokes bearing a strong resemblance to a wheel without a tire. From this is hung great teakwood anchors with iron bound flukes and cables of coir or bamboo rope. This ingenius contrivance is capable of being operated by either hand or foot.

In the way of sail the style depends on whether you are in north or south China. Among the northern Chinese a long mainmast carrying short lug sails is found. In the southern country the sails are generally of woven mat strips sewed into a single sheet and provided with yards at the top and bottom. The bamboo ribs crossing it serve to keep the hoops on the mast in place and enable the boatmen to haul the sail close on the wind. This mainsail is the chief dependence, though sometimes a "driver" is placed on the taffrail and a small sail near the bow. But bowsprits are not considered at all necessary by John Chinaman.

In the matter of rigging we find John quite familiar with everything he requires. Halyards, sheets and braces are used as with us. His blocks, though larger, are not as shapely and are fewer in number. Clumsy as the rudder appears, it is so contrived as to require little effort to manipulate it, for wily John has understood the principles of a balanced rudder and centerboard for centuries. The inboard end resembles just what it is intended to represent—a huge oar handle—and is so cunningly rigged with guys and whips that it makes our own stiff jointed wheel and short helm a poor alternative.

His compass card is stationary. The needle swings on its pivot and points contrarily to the south pole. With twenty-four divisions and some 2,000 minor points or degrees on this faithful guide, John insists on referring to his course as E. S. or the wind blowing from the W. N. How he would disarrange such complex compass bearings as E. by N. ¾ E. or N. W. by N. ¼ N. can be left to an imagination sufficiently vivid to embrace such a calamity.

In the arrangement of his ship John again exhibits his consistency by beginning wrong end foremost—that is, considering the matter from our viewpoint. His provisions are carried above deck and aft instead of forward and below. The crew eat and sleep near the stern. The passengers are accommodated in the forward end.

In China there is no Plimsoll mark and no government inspector ready to check off the number of passengers as they go aboard. Neither is there any instance upon such requirements as life belts, fire appliances and lifeboats. When everything is ready John starts forth on his voyage feeling safe in the happy possession of his pratique or clearance papers, whereby he is commanded to refrain from many practices. These include about everything from smuggling to the carrying of stinkpots. This pratique also commends his soul to the gods and bids him an affectionate farewell and wishes for a safe passage.—Norman W. Browne in New York Post.

It never occurs to fools that merit and good fortune are closely united.—Goethe.

Children Cry
FOR FLETCHER'S
CASTORIA

NOTICE.

Jos. N. Wheatley & Co.

JOS. N. WHEATLEY. FANNIE G. WHEATLEY

Having purchased the interest of J. Waters Russell in the insurance firm of Jos. N. Wheatley & Co. I beg to inform the public that I shall personally conduct the business hereafter under the same firm name and trust that we will be favored with your continued patronage.

d23 tf JOSEPH N. WHEATLEY.

Anty Drudge Explains How to Wash Blankets and Flannels.

Mrs. Justwed—"Boo, hoo! Now I've gone and ruined this pair of blankets. And I was telling Jack this morning how I was going to save money by washing them myself."

Anty Drudge—"Well, dearie, that pair is shrunk and there's no use crying over spilt milk, but you have learned a good lesson. In the future, you wash blankets, flannels and other woolens in lukewarm water with Fels-Naptha Soap suds. You'll hardly need to do any rubbing even. The dirt will fly and the things won't shrink. They won't get rough either."

And why do more than a million women use Fels-Naptha Soap regularly?

Because it is such an easy cleaner—

Because it saves work—

Because it makes the clothes so white and sweet and pure—

Because the clothes wear so much longer.

They use Fels-Naptha for washing their finest frocks, their laciest lingeries. It won't harm them.

And they use it in their housework, too. Fels-Naptha is just as superior in cleaning and scrubbing as in washing clothes. Whitens the floors as well as cleans them, brightens up the dingy paints; brings out the color in oil-cloths and linoleums; removes spots from varnished surfaces without dulling.

Remember Fels-Naptha does its work better with cool or lukewarm water than with hot water. Follow the directions on the red and green wrapper. Use any time of year.

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