Kent News.

SUBSCRIPTION - - - - - $1.00 PER YEAR

FRED. G. USILTON WM. B. USILTON, JR

WM. B. USILTON'S SONS

PUBLISHERS AND EDITORS

SATURDAY, JANUARY 31, 1914.

EDITORS and their associates of the Delmarvia Peninsula were the guests of the Wilmington Chamber of Commerce Monday at a noonday luncheon, and later the Delmarvia Press Association held its annual meeting at the Hotel duPont. The NEWS was represented by Mr. Fred. G. Usilton and the Transcript by Mr. R. H. Collins.

MAILS OUT OF POLITICS

The announcement in the NEWS in another column that Postmaster General Burleson will name as fourth-class postmasters the men on the top of the merit list made by the Civil Service Commission, no matter what may be his politics, comes as a thunderbolt to Democratic Congressmen and others.

Under the Republican administrations the civil service rules were winked at by permitting the Congressmen to pick one of the first three men on the merit list for recommendation for appointment to a civil service job. A Republican generally got in among the first three, and there was no trouble to find a man of their faith.

Postmaster General Burleson will change this. He will pick the man who stands at the top of the merit list. This means that should the man be a Republican he will be selected for the appointment.

Throughout the country civil service examinations for the fourth-class postmasters are being held. The eligible list for each postoffice will soon be in the department's hands. Members of Congress had counted on being able to designate one of the first three for the 40,000 postoffices.

The news caused mingled expressions of feeling at the Capitol. Several Southern members declared the new rule will relieve them of all responsibility in regard to fourth-class offices. Others say they intend to go to the Postoffice Department and advise Mr. Burleson that their man is the choice of the community; that they can prove it, and that the matter of being graded one or two points lower than the highest man is not material.

Should Mr. Burleson carry out his plans, the fourth-class postoffices will be absolutely removed from politics.

MR. TURNER'S RESOLUTION REPORTED FAVORABLY

The House Passes Economy Plan Proposed By Howard Turner, of Kent County—All Tax-Payers Will Hail The News.

The following dispatch from Annapolis will be read with interest by all Kent countians:

Annapolis, Md., Jan. 27.—The House today decided by resolution to limit its expenses for the present session to $[illegible]3,000, and in the discussion that fol-[illegible]d the report on the resolution which [illegible] offered last week by Mr. Turner, of [illegible], and which was reported by the [illegible]mittee on Rules, it was brought out [illegible]ith the present payroll the ex-[illegible] would run up to about $117,000. [illegible]ost of the session of the House in [illegible]was $114,000, in 1910 it was $117,-[illegible]nd in 1912 it was about $121,000.

Mr. Turner's resolution originally [illegible]mited the total expense to $115,000, but when the situation was explained by the committee he consented that the amount be increased to $118,000.

Following the adoption of the Turner resolution was an order from the Committee on Rules providing that the Speaker designate one of the House employees as timekeeper, who should require that each employee report at 9 a. m. on the days when the House is in session, and that absentees should not be paid unless excused by the Speaker.

Mr. Posey, Republican, of Charles, offered a substitute order, which he considered more drastic, requiring a physician's certificate for sick absen-[illegible]ees, but this was voted down. Mr. [illegible]osey is the Minority member of the [illegible]ommittee on Rules.

Another sign of economy was when the House, at the instance of Lloyd Wilkinson, voted down an order requiring the State printer to send to the State Roads Commission copies of all bills.

Mr. Wilkinson argued that it might cost too much.

BLAIR LEE, SENATOR.

Fourteen Republicans Vote With Democratic Majority—New Member Sworn at Once.

By a vote of 54 to 13 the Senate de-[illegible]cided Wednesday to seat Blair Lee as Senator from Maryland and to vindicate the manner of his election.

As soon as the Vice-President an-[illegible]ounced the result of the ballot Senator [illegible]n Walter Smith declared that the [illegible]ew Senator was present, prepared to [illegible]ecute the oath of office.

With his arm linked in that of Sena-[illegible]r Smith, Senator Lee was escorted [illegible]own the centre aisle to the aostrum of [illegible]e Vice-President.

Later in the afternoon the Vice-[illegible]sident announced that the Mary-[illegible]der had been made chairman of the [illegible]mittee on Expenditures in the Post-[illegible]e Department. This is one of the [illegible]or committees, but it provides an [illegible]tional clerk and pay for a secretary. [illegible]nator Lee will draw the smallest mileage account in the history of the republic. He lives only 8 miles from the Capitol building, and will have only $3 20 coming to him. His residence is less than 100 yards from the District line, and if the mileage is computed upon the distance from the Capitol itself, not more than 20 cents will be awarded him.

Another interesting matter is the pay of the new Senator. He was elected on November 5, and under all Senate rulings the pay of members begins with their election, if the election is to fill vacancies. Senator Jackson's pay was discontinued after the November election, as was that of his clerks. He, personally, rescued his clerks from penury, however, by underwriting their salaries. If Senator Lee is allowed back pay, his clerks will also be allowed back pay.

H. H. Buck, who has been associated with the new Senator for years as his personal secretary, will become his private secretary of the Committee on Expenditures in the Postoffice Department. His salary for the two offices will be about $2,500 annually. Mr. Buck is from Montgomery county, and was for years a resident of Rockville.

STATE ROAD TO BAY.

When the movement for good roads was started one of the warmest advocates for a State road to the Bay was the late Gov. Austin L. Crothers. For the purpose, however, of having a continuous line down the Peninsula the Bay road was ignored and the "chain" plan adopted. One of the objects of this system of roads built by the State was to develop the resources of old Maryland and to make the Eastern Shore a Garden for Baltimore City's market.

The large increase in the taxable basis, under the recent Assessment, clearly demonstrates that it increases the value of land and other property through which it passes; increases the products of the soil, from which taxes are paid by lessening the expenses in marketing such products; increases the acreage tilled, because it carries this method of transportation to remote sections of the State, where, without it, land could not be so profitably developed. It saves the time by from one-third to one-half that it requires to reach the market, and lessens the time necessary by from one-third to one-half. It brings communities closer together by lessening the time necessary to go from one to the other. It advertises the State, and induces people from without to buy homes among us and help us to increase the productivity of the soil.

The above facts are true, as to the State at large, but here in Kent county a fact is apparent which we desire to dwell upon in this column. All appreciate the good road built or already contracted for between Chestertown and Georgetown. It is a fine thing.

But did the "Powers that be" ever stop to think that this road is an incentive to deal away from our State metropolis? Does this highway not lead to Wilmington and Philadelphia instead of to Baltimore! Autos thunder through Chestertown from all points down the Peninsula on their way to cities North and not to Baltimore.

Do Baltimore merchants and business men really want the Eastern Shore trade? *Then build the road to the Bay at once.*

The lower end of Kent has no railroad service and is deserving, on this ground alone, for State road, but when we consider the undisputed fact that a State road to the Bay will solve, to some degree, the Eastern Shore trade for Baltimore, no time should be lost in starting the needed improvement.

Beginning at some date early in the spring, it will be possible for passengers to go by a regularly conducted automobile line from Easton to Chestertown via State road in exactly three hours. The Easton-Chestertown State Road Passenger and Express Company is now being organized and proposes to commence operations within the next two or three months. The paid-in capital stock will be $10,000, and a large proportion has already been subscribed for by interested parties in all three towns of Easton, Centreville and Chestertown.

The company will run two large automobiles for passengers and these cars will draw "trailers," in which the freight will be carried, behind them. At exactly the same time each day one car will start from Easton for Chestertown and the other car from Chestertown for Easton. Both cars will stop at every village and town on the State road between the two terminal points and the motormen will act as conductors and freightmen.

Under the existing transportation arrangement it takes two days for a shipment of freight to go from Easton to Chestertown, and one day is required for a passenger to make the same trip. But three hours will be required by the State Road Express when it commences operations. It is thought that the automobile line will be invaluable to traveling salesmen and will connect Centerville with both Easton and Chestertown.

If the road to the Bay was completed passengers from down the Peninsula would have quick service and thus Baltimore would be brought in closer communication with the section desired.

Elsewhere in this issue will be found the action of the Kent Auto Club and the Kent Federated Club of Ladies. If all will get behind this movement the road surely will be built. Write to the State Roads Commission urging this road.

FOR SALE.

DETROITER AUTOMOBILE, good running order; 20 H. P., 5 passenger. Cost $900. Will sell for $425.

J. WATERS RUSSELL,
j17-3t Chestertown, Md.

SPORTING PICTURES.

Send 25c and get 5 of Miss Lizzies sporting pictures. Address

BOX 5307,
Paschall P. O.,
j17-4t Phila, Pa.

WANTED.

A family of girls 16 years of age up, to work in underwear factory. Nice clean easy work and good wages. Houses to rent to the right parties. Call or write to the

DELMARVIA MFG. CO.

STATE ROAD TO ROCK HALL OR TOLCHESTER

The Federated Club of Chestertown Active For Better Roads in Lower Kent.

CHESTERTOWN, MD., Jan. 2, 1914.

W. B. MILLER, ESQ
State Road Commissioner,
Salisbury, Md.

Dear Mr. Miller:—As President of a Club in Chestertown that belongs to the State Federation of Womens Clubs, we in commen with the other Clubs of the State are interested in State Road Building.

We have understood that you are in sympathy with the plan to put a stone road to the bay some place in Kent County, if the citizens of the County would take up the matter.

We have talked with many among the Automobile Club. We have interviewed Mr. Eliason of the Tolchester Company and also Capt. Thompson of the M. D. & V. Co. and they are both anxious to have the road run to their wharves and Mr. Eliason has offered to do quite a little to aid the matter. We have also interviewed the Governor and knowing all of these gentlemen, they gave us much sympathy and encouragement.

Our idea would be to put the Stone Road on the Bay at a point that would promise to give us the best boat accomodations and the best rates for automobiles. At present the rates for automobiles are prohibitive and a fast ferry across the Bay with a State Road would open up the Eastern Shore, more than anything has ever done and with the hundred miles or so of good State Road we will soon have it attract Tourists from everywhere.

Now to the point. Are you interested in putting a line to the bay? If so what is necessary to secure it?

We as you know only have about thirteen or fourteen miles of State Road while Queen Anne's has about twenty-three or twenty-four and we feel to connect us with Baltimore is quite as important as connecting the county towns if not more so.

Hoping to enlist your interest in this matter and if you approve, to give us all possible advice as to how to proceed and appreciating a prompt reply, We are,

Very respectfully yours,
The Federated Club of
Chestertown, Md.

SALISBURY, MD., Jan. 5, 1914.

FEDERATED CLUB OF
Chestertown, Md.

LADIES:—I have just read your interesting and encouraging letter of the 2nd inst. I say encouraging, as it promises well for a cause when it interests the ladies.

You are entirely correct in assuming that I am interested in the road from Chestertown to some point on the Bay most convenient for Baltimore boat connection. I consider it the logical gateway to the Eastern Shore for all vehicular travel from Baltimore and other parts of the State who desire a better acquaintance with the Eastern Shore.

It is my judgment that the State will build this road, but whether we can recommend it as a Commission to the Legislature is doubtful. We are confronted by two most important considerations, in any recommendations that we may make, the tax rate and the closing up of the gaps now existing in the State Road System

I have had a conference on the subject of your letter with the Commission and have an engagement for another the latter part of this week.

If I can consistently get this road in our bill, it will be there. Should I fail it will be because of more imperative considerations. Under the most unfavorable conditions I cannot see but a slight delay in building this connection.

I will be glad to report to you further as soon as I am definitely advised of the prospect of your wishes

Very truly,
W. B. Mille.

CHESTERTOWN, MD., Jan. 7, 1914.

W. B. MILLER, Esq,
State Road Commissioner,
Salisbury, Maryland.

Dear Mr. Miller:—We wish to thank you for your most gentlemanly and courteous consideration of our letter and also wish to express our appreciation of your interest and prompt action in regard to our road

If there is anything whatever that the ladies can do to further this matter, will you kindly advise us as we are deeply interested in getting better boat service for some point on our Bay to Baltimore.

There is to be a meeting and Banquet of the Eastern Shore Society of Baltimore on January 21st, and we are anxious to have the matter of a fast Ferry or other prompt service carrying Machines at a reasonable rate, brought up before this meeting. Would you object to having your letter quoted at this meeting?

Hoping your further conference with the Commission may be most advantageous to us and with much appreciation of your courteousy we are,

Very sincerely yours,
The Federated Club of
Chestertown, Md.

Salisbury, Md., Jan. 13th, 1914.

FEDERATED CLUB OF CHESTERTOWN, MD.

Ladies—I have delayed answering your letter of January 7th until after my trip to Baltimore yesterday, hoping to be able to give you some encouragement as to the result of my visit.

Because of the reasons that I assigned in my last letter I am afraid I cannot get a consideration of all you ask in the Road Bill of the State Roads Commission, but I hope to be able to get a sufficient sum to make a beginning on the road from Chestertown to Tolchester during the next two years.

I have no objection to your using my letter on the occasion of January 21st. I can imagine no more fitting company to forward the movement of better communication between the Eastern Shore and Baltimore, than the Eastern Shore Society of Baltimore. I remain with best wishes, Very truly,

W. B. MILLER.

SCHOOL AVERAGES

THE following have received 80 and over in their January examinations at Locust Grove school, Miss Ethel B. Ringgold, teacher:

Seventh Grade—Mary Sutton 93.
Sixth Grade—Estherdell Comly 92.
Fifth Grade—Robert VanDyke 86, Mabel Jarvis 81.
Fourth Grade—Myrtle Faulkner 92, Ethel Turner 92, George Sutton 91, Mildred Sutton 86.
Third Grade—Lynda Bonwill 84.
Second Grade—Edmund Sutton 93, Alverta Dukes 86.
First Grade—Elizabeth Gary 92, Hilda Chrisfield 91, Estella Jarvis 88, Marion Sutton 86, James Turner 84.

DR. BULL'S COUGH SYRUP IS THE best medicine for pulmonary troubles. One bottle will prove its excellence.

GIVE US SOMETHING PRACTICAL.

EDITORS KENT NEWS:

I noticed in one of the Baltimore City dailies a few days ago an earnest editorial on oyster culture, and, which took occasion to advise the Maryland legislature now in session to take *no backward* step.

Now, I submit that a great daily or any other newspaper should first be very sure it has something to instil into this discussion if it presumes to clear the atmosphere about the State Capitol.

I do not question the usefulness of the dailies in most part. They are a bureau of information on many subjects. But they can be misled; they can get out of their element, and have done so relative to the oyster industry in this State. What we need is something practical.

They speak of it as being an exceedingly important matter. Yes, but important to whom is the first consideration We say it can and ought to be approached when being discussed, from a disinterested standpoint only. The opposition to the main features of the Haman Oyster law as it is being applied through the agency of the shell fish Commission, is not because of a sense of selfishness, but because the operation of such law is mentally and physically impractical. No amount of instilling for the purpose of fostering the law, and no amount of money from the pockets of the people or treasury can make it workable so as to derive a revenue from it.

We maintain that the law is a failure in every particular, and it would be no sin or great crime to own up to it and take a step, whether it be backward or forward, to annul it.

If it were possible (as some theorists claim) to shell the barren bottoms of the bay and the tributaries—those portions of the bottoms that have not heretofore grown oysters, and succeed in getting a good seeding of small oysters thereon, where would the feed come from? It would be like some of the theorists to answer, why the State must supply the feed. That expression would not surprise a practical man. Such bottoms are nothing more nor less than *waste places*, similar to those so frequently found in the vocation of the Agriculturist.

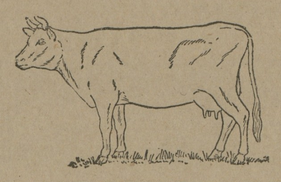
Everybody who knows anything about the oyster industry is well aware that the whole bay and every tributary where there is an oyster bar, is just loaded with oysters and that it requires all the feed nature can supply to nourish them and bring them to maturity.

So then, as a natural consequence, what must be the inevitable result if all the waste places are made producers—nothing to eat, starvation to *all*.

More oysters is the cry of some. As a matter of fact during this entire oyster season the markets in Baltimore City have been overloaded, and at prices like twenty and forty cents per bushel, and yet, the citizens of the state who are remote from the oyster grounds must pay some body one dollar or more for a gallon or shucked bushel. According to that figuring, if the supply was doubled, the man who catches the oyster would get still less and the consumer pay still more.

I think the Haman law should be repealed and the State survey abolished. The quicker it is done the greater will be the saving of thousands of dollars and the livelihood of thousands of Marylands good people. Many thousands of dollars have already been squandered, whilst not a single possibility is involved that it may ever return a dollar to the treasury of the State—a pretty expensive experiment. Let the law be repealed speedily, and lets do some sane legislation.

J. FRANK WHEATLEY.



LARGE PUBLIC SALE
—OF—
150 HEAD STOCK

I will sell at my Stables in Galena, Md.,

Wednesday, February 4th, 1914

Beginning promptly at 10.30 A. M sharp, rain or shine, the following stock described below, consisting of

5 Sows and 30 Pigs

20 SHOTES, 30 lbs. each.

50 HEAD CATTLE

—CONSISTING OF—

20 FRESH COWS & SPRINGERS

15 HEIFERS

part of them are Holstein and Guernsey, good as can be bought.

20 HEAD OF CATTLE

of all descriptions.

SEVERAL SETS OF HARNESS.

50 Horses and Mules

most of them are good and sound.

Will guarantee everything to be as represented Will sell any thing or any kind of stock for you at this sale on commission.

TERMS CASH.

Will sell rain or shine.

S. G. CALDWELL, Owner.

P. S.—Will meet all trains at Lambson's Station.

Will sell Hogs and Cattle first, beginning at 10.30 a. m. sharp, and will sell Horses about 1 p. m. jan31-ts

To corset you correctly is my profession. Your comfort and health are promoted by wearing

Spirella Corsets

(NOT SOLD IN STORES)

My personal services are free. An appointment, arranged to suit your convenience, places you under no obligation. A postcard or telephone call will bring me to your home.

MRS. G. W. SMITH,
Chestertown, - - Maryland.

Kent News $1 Per Year

Public Sale

The undersigned, intending to discontinue farming, will sell without reserve at public sale on his farm one-half mile east of Sassafras, Md.,

THURSDAY, February 12th, 1914

at 10 o'clock A. M., the following described Personal Property, to wit;

18 Head of Horses

COLS AND MULES

No. 1—RHODA, brown mare 19 years old. This is an exceptionally fine mare, the mother of eight colts, six of which will be sold at sale, perfectly safe for any woman or child to drive, sound, true as steel, and in foal by Othoson's Torena.

No. 2—FARMER, brown horse, 10 years old, dam No. 1, will weigh 1150 lbs. This is as fine a farm horse as is in the county.; sound and a fair driver.

No. 3—VANITY, sorrel mare 9 years old, dam No. 1. This is a first-class road mare by Adversity, sound, and will work anywhere.

No. 4—STREAK, sorrel mare, 8 years old, by Toreno, an elegant brood mare, a good driver, and will work in any harness. In foal by Moffett's Jack.

No. 5—CHARLIE brown horse, 7 years old, by Creston Wilkes. This is as good all round horse as can be found, and he is sound.

No. 6—SHERMAN, bay horse, 7 years old, by Norwood. This horse like No. 5 cannot be hooked wrong. Good keeper, and fine looking in harness

No. 7—MAUDE, black mare, 5 years old, and a beauty, will work or drive single or double, and as good as anyone would want.

No. 8—LIN, black mare, 5 years old, dam No. 1, sired by Caulk's black Percheron horse, "Brilliant." This mare and No. 7 have worked together all year, and makes as good a team as any man needs.

No. 9—ROY, black horse, 4 years old, dam No. 1 by Caulk's Brilliant. Too much cannot be said about his horse. Will make a fine coach or hearse horse; sound and quiet.

No. 10—COMET, black horse 3 years old, dam No. 1 by Caulk's Brilliant. This is the kind that everybody wants, sound, and has been worked both single and double.

No. 11—PRINCE, bay horse, 4 years old, by Old Toreno, 16 hands high and sound, dam is my driving mare, which will not be offered. I have been driving this horse myself, and he is fearless of automobiles, steam engines, etc. He is a very fine driver and with proper treatment will go fast.

No. 12—NORA WOOD, bay mare, 8 years old, by Norwood, fine and stylish, has been worked single and double.

No. 13—QUEEN, brown mare, 3 years old, by Norwood, fine and stylish, has been worked single and double.

No. 14—ELIZABETH, bay filly, coming 2 yrs. old, dam No. 1 by Toreno.

No. 15—LUCY, black filly, coming two years old, by Brilliant, dam No. 4.

No. 16—EASTER, bay mare colt, 10 months old and a beauty.

Nos. 17 and 18—MARY and JENNIE, pair of mare mules, 9 months old, as fine as can be found anywhere

These horses have all been raised on this farm by myself They have never been abused and there is not a balker or kicker in the bunch.

22 Head of Cattle

Consisting of 13 Milch Cows, 3 two-year-old Heifers, two of which are close springers; 4 yearling heifers and 2 holstein bulls. These cows are all high grade holstein but three, which are grade guernsey. Some will have calves by their side and others close springers.

I have raised nearly all these cows myself, and haven't a cow over seven years old.

SHEEP—Eighteen very fine Stock Ewes; some with lambs by their side.

HOGS—Five Brood Sows, will farrow about March 1st; 20 Shoats ranging in weight from 100 lbs. to 125 lbs.

Farming Implements, &c.

Four Farm Wagons, in good order; 1 Hay Rigging, 1 Dearborn, 20th Century Manure Spreader, in good order; 1 Deering Binder, in good order; 1 Deering Mower, 2 Ontario Drills one as good as new; 1 Osborne Rake, new last season; 1 New Way Corn planter, good as new, with fertilizer attachment; 3 Silky Cultivators, one new; 3 Hand Cultivators, 2 Spring tooth Harrows, 1 Disc Harrow, 1 60-tooth Spike Harrow, 1 Hyland Roller, in good order; 3 No. 20 Oliver Plows, 1 No. 40 Ohio Plow, 2 Syracuse Plows, No. 3; 2 9-10 LeRoy Plows, 1 one-horse Oliver Plow, No. A.; Truck for spraying outfit, all in order; 1 Road Cart, 1 Grain Fan, 1 Corn Sheller, 1 Seed Sower, 1 Grindstone, all in good order; 1 Barn Truck, 1 Beam and Pea, ½ bushel Measure, lot of Grain Bags, Shovels, Forks, Hoes, 1, 2, 3 and 4-horse Trees, Cow Chains, Farm Bell, 1 Hog Trough, Straw Knife, lots of old Iron, and many other articles too numerous to mention.

HARNESS—Three Sets Wagon Harness, in good order; 1 set Single Carriage Harness, 1 set Dearborn Harness, 1 set Double Carriage Harness, in good order; 2 Carriage Poles, 10 Work Bridles and 12 Collars, lot of Plow Harness, &c, 1 Sleigh. HAY BY THE TON.

HOUSEHOLD GOODS—Consisting of one Suit of Hair Cloth Parlor Furniture, 1 Estey Organ, 5 Milk Cans, Ham Boilers, Larp Pots, Meat Barrels, and many other miscellaneous articles.

Conditions of Sale:

On all sums of $20 and under, cash; over that amount a credit of Ten Months will be given by purchaser giving bankable note with approved endorser, interest added from day of sale. No goods to be removed until conditions are complied with.

Sold at same time and under same conditions, 1 Pair of Black Mules, 5 years old. Will be recommended at sale.

JAS. D. DAVIS.

D. P. HUTCHINISON, Auctioneer.
R. L. PRICE, Inside Clerk. j24

Teams will meet both North and South bound train at Golts on morning of sale.

The ladies of the M. E. Church will serve dinner at sale. No other stands allowed.

Good Silverware in Chests or Single Pieces

It doesn't make any difference whether you wish to buy merely a single piece of silverware or want to buy a complete chest—our silverware stock is prepared for the purpose of satisfying those who want a complete assortment to choose from.

We sell only such silverware as the best manufacturers make—silverware that has a national reputation, and whether you want single pieces or a complete chest, we are sure it is to your advantage to see us. This the Beautiful Plym uth Pattern made by the Gorham SilverCompany

J. S. KREEGER,
Jeweler and Optician
CHESTERTOWN, MD.

STATE OF MARYLAND.
STATE ROADS COMMISSION.

Notice To Contractors

SEALED PROPOSALS for building one section of State highway. As follows:

KENT COUNTY—One section of road between Galena and Georgetown, about 1.31 miles in length (Macadam or Concrete).

Will be received by the State Roads Commission, at its offices, 601 Garrett Building, Baltimore, Maryland, until 12 M. on the 10th day of February, 1914, at which time and place they will be publicly opened and read.

Bids must be made upon the blank forms contained in the book of specifications. Specifications and plans will be furnished by the Commission upon application and a cash payment of $1.00, as hereafter no charges will be permitted.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond, and comply with the Acts of the General Assembly of Maryland, respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission this 21st day of January, 1914.

O. E. WELLER, Chairman.
WM. L. MARCY, Secretary. jan24 2t

Public Service Commission of Maryland.

ORDER NO. 1621.

In the matter of the application of The Chesapeake and Potomac Telephone Company of Baltimore City for an Order Permitting and Approving the Exercise of its Franchise Granted it by the Commissioners of Millington, in the Counties of Kent and Queen Anne's, in the State of Maryland by Ordinance Passed on the 10th day of November, 1913.

Before the Public Service Commission of Maryland.

CASE NO. 718.

The above mentioned petition having been received and filed, it is this 19th day of January, 1914, by the Public Service Commission of Maryland.

ORDERED, That the same be, and it is hereby set for hearing at the office of the Commission, Baltimore, Maryland, on Monday, February 2nd, 1914, at 10 o'clock A. M.,

PROVIDED: The applicant cause a copy of this Order to be published in some newspaper published in Kent County, Maryland, and in some newspaper published in Queen Anne's County, Maryland, at least one time before the 2nd day of February, 1914.

True Copy—Test:

B. F. FENDALL,
j24 Secretary.

$8.50 Suits

Special Sale of Men's Suits; Black and Blue Fancy Worsteds, Plain Grey Worsteds, Black and White Pin Stripes and Grey Cheviots, all sizes for Men, 34 to 42 chest. Full winter-weights, late styles just from the tailors and all wool clothes.

$11.25 to $22.50

for all of our Finest Mixed Suits, in Worsteds, Cheviots and Cassimeres, every size among them, 34 to 50 chest, Regulars, Stouts, Slims, Shorts, Long Stouts and Extra Sizes.

Bargains in Overcoats

Business and Service Coats at $4.50 to $11.25; Dress Coats $15 to $37.50, Silk Lined $18.75 to $37.50, Fur Collars $36 to $45, Fur Lined $45 to $90.

Extra Values in every Dep't. We are stock taking and Heavy-weights must go.

Mullin's Big Home Store
6th and Market

One of 20 Patterns

Reliable Mantel Clocks—8-day, Walnut or Oak, with Wire Bell or a sonorous Gong, with or without Alarm. Distinctly NOT the sort sold at $1.50. These are cheaper at $3.00. They will outwear some more expensive kinds. They rarely get out of order and are reliable timekeepers. We will keep it in order for you for one year without pay.

Rote's Jewelry Store
CHESTERTOWN, MARYLAND

DON'T WAIT

Order your Incubators, Brooders, and Baby Chicks NOW. Delivered any time. You are welcome to visit my yard and inspect my B. R. Chickens.

OWEN C. SMITH, AGT.,
Cypress Incubators,
Chestertown, Md.

ROCK HALL'S
Leading Feed Store

In connection with our General Store at Rock Hall we will handle all kinds of Feed, such as

Hay, Grain, Bran, Chop, Mill Feed, Oats, Wheat, Corn, Meal, Chicken Feed, Etc., at reasonable prices

GENERAL EXCHANGE.—We are in a position to grind your corn. We will guarantee satisfaction.

N. B. ASHLEY, GEN'L MGR.,
dec13-6m Rock Hall, Md.

WANTED

Reliable Working, hustling foreman for fine farm in Talbot county. Please state age, size of family and wages expected.

A. W. WALLIS,
d13-tf Longwoods, Md.

HOUSE FOR RENT.

The James T. DeCorse House at Pomona for rent. Now vacant and immediate possession given. Apply to

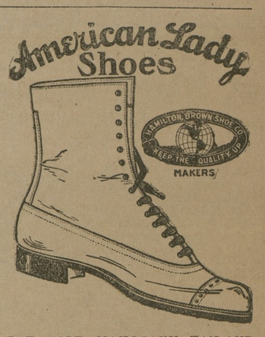
FRED T. LEE, Millington,
j3-3t or his attorney J. D. URIE, Chestertown

1000 VOTES ON THE PIANO

DURING the month of January with every One Dollar you spend.

Read this advertisement carefully and how many extra votes you will get with every pair of Shoes for

Women
Misses
Children



PAT., COLT, MAHOGANY, TAN AND GUN METAL BLUCHER OR BUTTON..... $3 50

13,000 VOTES ON PIANO with EVERY PAIR OF SHOES

GUN METAL BLUCHER SHOES..... $3.00

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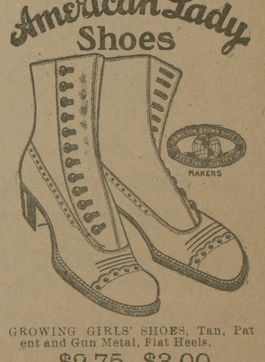

GROWING GIRLS' SHOES, Tan, Patent and Gun Metal, Flat Heels,

$2.75, $3 00

13,000 VOTES ON PIANO with EVERY PAIR OF SHOES

VANSANT & NEWSOME,
CHESTERTOWN, - - MARYLAND

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