Kent News.

VOL. 82. CHESTERTOWN, MARYLAND, OCTOBER 29, 1921 No. 23

REGISTERED VOTE 1921

Dist.		Dem.	Rep.	Dec.	White	Col.	Total
1,	1 prec	373	241	25	425	214	639
	2 prec	398	249	27	452	222	674
2,	1 prec	238	195	21	283	171	454
	2 prec	279	237	6	187	279	522
3,	1 prec	318	185	30	386	147	533
	2 prec	212	250	18	273	207	480
4,	1 prec	273	244	39	354	202	556
	2 prec	407	153	74	465	142	607
	n prec	189	135	19	239	104	343
5,	1 prec	415	168	59	574	68	642
	2 prec	244	157	19	290	130	420
6,		299	334	13	333	313	646
7,		234	254	19	298	209	507
Total		3879	2802	342	4559	2408	7023

The Advantage of an Exclusive Shoe Store

Specialiazation in anything makes perfect. As we have put all of our time, efforts and attention, to this one important and particular line, it has enabled us to sell more shoes, and satisfy more people than ever before.

It is a pleasure with us to give real SERVICE with every pair of shoes we sell.

Our assortments are so large and varied that it enables us to fit feet in all shapes and conditions.

It makes no difference, whether you walk for exercise, or your work demands it, whether you walk about an office or about your house, you must wear the correct shoes. For the value of walking is not in the miles you cover, but in the comfort and pleasure you have out of it.

People with aching feet are made comfortable here, and those with good feet can be assured of a perfect fit.

Your children are safe here because we know just how to fit growing feet and have the proper shoes for them.

Our fall and winter stock of shoes for the entire family is almost complete. The styles are prettier and more sensible than ever, and prices are much lower.

Our best advertisements are our satisfied customers.

SACHS' SERVICE Shoe Store

Chestertown, Maryland.

Mr. Ford Owner

Here is a suggestion of merit.

Right now—at this season of the year you should examine carefully your side and rear curtains. Call at this place and get free fitting. We have new curtains, both mohair and leather, eyelets, fasteners and celluloid for repairs.

You should look at your hose connections and radiator—if leaking—call and have the proper work done.

Don't put off that battery question any longer—and don't go into winter weather with a run-down battery. We do battery repair work and battery recharging at lowest prices.

Welding and brazing a specialty.

C. A. GOODWIN

Ford-Fordson

Authorized Sales and Service

Chestertown, Md.

NOTICE TO THE PUBLIC

Ford Parts Large Stock on Hand

The Fairlee Public Garage

Offers the public an opportunity to secure Genuine Ford Parts when in need of same at the new reduced Prices.

TIRES & TUBES

Our Michelin Tires in all sizes are giving entire satisfaction and are not high in price.

Also have a 30x3½ tire guaranteed for 5000 miles for $11.50.

AUTO ACCESSORIES

We have a full line of Auto Accessories, Head light Lenses price right. Radiator Hose in all sizes. American Hammered, Burd and McQuay Norris piston rings in different sizes. Brake Lining for all cars. Klaxon Horns, Badger Jacks. Spark Plugs for all cars and Tractors.

OILS & GREASES FOR TRACTORS

Special prices on five gallon lots or more. Special oil for Tractors. Gear Grease for Tractor Gears. Also carry Kerosene for your convenince in emergency.

REPAIR WORK of all kinds, satisfaction guaranteed Come out and let us estimate the cost of the Job.

Electrical wor kour specialty. Batteries Recharged Special equipment for testing electric systems.

OPEN EVENINGS

HOWARD C. JONES, Mgr.

Fairiee Public Garage

SINCE 1864

SADLER'S BRYANT & STRATTON BUSINESS COLLEGE

has been training young men and young women to make their way in the world. It is now under new management and is better prepared than ever to teach—Shorthand, Typewriting, Bookkeeping and other commercial subjects. Commercial Education pays regular dividends and opens the way to larger opportunities offered in business.

DAY and NIGHT SESSIONS the entire year. ENTER NOW.

THE SADLER WAY IS THE SURE WAY.

Let us give you complete information.

21 W. Fayette St., Baltimore, Maryland.

HOME CANNING OUTFITS

Make Money at Home

EVERYTHING KEEPS

Can Corn, Beans, Tomatoes, Peppers, Meats, etc., in Sanitary Cans.

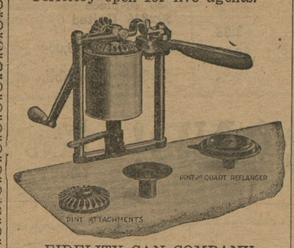
NO SOLDER, NO ACID

Can the Sanitary Way—with Fidelity Can Sealers.

We supply Sanitary Cans in any quantities.

This machine seals and opens cans, so they can be used over and over. Book of instructions free with each sealer—free.

Territory open for live agents.



FIDELITY CAN COMPANY

600 S. Caroline St.,

Baltimore, Maryland.

Personal Service

Is what you get when you insure your property with ME. You don't have to WORRY about your POLICIES expiring and not having ATTENTION.

OUR SYSTEM IS ONE OF THE BEST.

I also represent THE PENN MUTUAL LIFE INSURANCE COMPANY of Philadelphia, Pa. Organized 1847. Pays large dividends and cash surrender values.

All I ask is a trial to convince you. Yours for business,

GEO. W. FRENCH, Agt

Court Street

Phone 222-R Chestertown, Md.

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PEACHES AND CANNED GOODS.

PRICE LIST

Canned Tomatoes, gallon cans. $5.00 doz
Canned Tomatoes, No.2 cans... 1.50 "
Canned Peaches, Halves, No. 3's yellow.....$3.50 "
Canned Peaches, Halves, No. 2's, white.....$3.25 "
Canned Peaches, sliced, No, 10's, yellow.....$12.00 "
Canned Peaches, unpeeled, No. 10,'s.....$6.00 "
Combination Corn and Tomatoes No. 2's.....$1,50 "
Pure Blackberry Juice, 6 half-gal. Jars, ...$10.00
Pure Blackberry Jam.....30c pound
Apple and Blackberry Jelly....$2.50 doz
Chili Sauce, pint size.....$3 00 doz
Apple Sauce, qt. jars and No. 2 Cans.....$4.50 and $2.50
Pears for Salads, unsweetened, No. 2 Cans.....$1.50
Pears in light syrup, No. 2 Cans...$2.00
Preserved Watermelon Rind, jars, 25c lb

Address,

MRS. A. L. HARRIS,

Howell's Point Farm Cannery, Betterton

CONCEALED WEAPONS ON ELECTION DAY

The following Act of the General Assembly of Maryland, passed at the January session of 1874 and approved April 6, 1874, is published for the information of the public:

AN ACT

To prevent carrying of guns, pistols, dirks, dirk-knives, razors, billies, or bludgeons by any person in Kent. Queen Anne's or Montgomery counties on the day of election in said counties:

Section 1. Be it enacted by the General Assembly of Maryland, That from and after the passage of this Act it shall not be lawful for any person in Kent, Queen Anne's and Montgomery counties to carry on the day of election, secretly or otherwise, and gun, pistol dirk, dirk-knife, razor, billy, or bludgeon, and any person violating the provisions of this act shall be deemed a misdemeanor, and on conviction thereof before any Justice of the Peace, in either of said counties, shall be fined not less than five nor more than twenty dollars, and on refusal to pay said fine shall be committed by said Justice of the Peace to the jail of the county until the same is paid.

Sec. 3. And be it enacted, That any fines collected under this Act shall be paid by the officers collecting the same to the School Commissioners of the county where offense shall have been committed for school purposes.

Sec. 2. And be it enacted, That the constable of either of said counties or the sheriff thereof, who shall refuse to arrest any person violating any provision of this Act, upon information of said offense, shall be deemed guilty of a misdemeanor, and upon conviction thereof before the Circuit Court of the county shall be fined not less than twenty nor more than fifty dollars and forthwith discharged from office.

WM. C. TOWNSEND, Sheriff.

Wm. C. Sutton

CHESTERTOWN, MD.

Phone 237-60

Sanitary Plumbing

Steam and Hot Water Heating, Pipe and Fittings of all kinds. Stock of Terra Cotta Pipe and Fittings.

KENT NEWS $1.50 PER YEAR

CORRUPT PRACTICES ACT

Chapter 122, Acts of 1908

171. The following persons shall be guilty of corrupt practices and shall be punished in accordance with the provisions of this act: Every person, who shall, directly or indirectly, by himself or by another give or offer or promise to any person any money, gift, advantage, preferment, entertainment, aid, emolument, or any valuable thing whatever, for the purpose of inducing or procuring any person to vote, or refrain from voting, for or against any person, or for or against measure or proposition at any election or primary election of political convention or session of the General Assembly of Maryland or either House thereof. Every person who shall, directly or indirectly receive, accept, request or solicit from any person, candidate, committee, association, organization or corporation, money, gift, advantage, preferment, aid, emolument or any valuable thing whatsoever, for the purpose of inducing or procuring any person to vote, or refrain from voting for or against any person, or for or against any measure or proposition at any election or primary election or political convention. Every person who in consideration of any money, gift, preferment, aid, emolument, or any valuable thing whatsoever paid, received, accepted or promised to the advantage of himself or any other person, shall vote, or refrain from voting, for or against any person, or for or against any measure at any such election, caucus of primary election or political convention. Every person who shall, directly or indirectly, pay, give contribute or promise any money or other valuable thing, to defray, or towards defraying the costs of expense of any campaign or election, to any person, committee, company, club, organization, or association other than to a treasurer or political agent; but this sub-section or paragraph shall not apply to dues regularly paid for membership in any incorporated political club if all money expended by such club for or in connection with the costs or expenses of any campaign or election shall be passed out by it only through a treasurer or political agent as provided in this Act, or to any expenses for postage, telephoning, telegrams, stationery, printing, expressage or traveling and board incurred by any candidate for office or for nomination thereto so far as they are permitted by this Act. Every person who shall, directly or indirectly, by himself or through another person, make a payment or promise of payment, to a treasurer or political agent in any other name than his own; and every treasurer or political agent, who shall knowingly receive a payment or promise of payment, and enter the same or cause the same to be entered in his accounts in any other name than that of the person by whom such payment or promise of payment is made. Every person who being an employer pays his employes the salary or wages due in "pay envelopes" upon which there is written or printed, or in which there is enclosed any political motto, device or argument containing threats, express or implied, intended or calculated to influence the political opinions or actions of such employes, or within ninety days of any election or primaryputs, or otherwise exhibits, in the establishments or place where his employes are engaged in labor, any hand bill or placard containing any threat notice or information that if any particular ticket or candidate is elected or defeated, work in his place or establishment will cease in whole or in part or his establishment be closed up, or the wages of his employes be reduced other threats expressed or implied, intended or calculated to influence the political opinions or actions or his employes. Every person, who, before, during or after election or primary election, by himself or by any other person, either directly or indirectly, gives or provides or pays, wholly or in part the expenses of giving or providing any meat, drink, entertainment or provisions to or for any person, for the purpose of influencing that person or any other person, to give or refrain from giving his vote at the election or primary election, or to influence his vote in any other way therein, or on account of his having voted or refrained from voting, or being about to vote or refrain from voting, and every elector who accepts the same, or any of the same, for any of the purposes aforesaid. Every person who shall be guilty of any corrupt practices as aforesaid shall be fine not less than three hundred dollars, nor more than one thousand dollars, or be imprisoned for one year, or both, and shall be ineligible to any public office or public employment for a period of four years from and after the time of the commission of such offense.

The Noblest Instrument Is An Organ

and it ought to be in every musical home, but space and cost sometimes prohibit the installation of a pipe organ. However, an

ESTEY

two manual reed organ, built on the exact principles and measurements of a pipe organ—and used in the studios of such organists as Gibson, Dethier and others—such an instrument closely approximates a pipe organ and has everywhere given great satisfaction. It can be built to the special specification of organist and to match the design of any room. Adapted for lodges. Call and hear it.

W. P. Newnam

Chestertown, Md

RAILROAD PLAN TO GET RATES DOWN

Propose to Reduce Wages and Return All the Saving by Reduction in Charges.

FULL TEXT OF THE PROPOSAL

Statement by Thomas de Witt Cuyler, Chairman of the Association of Railway Executives on the Situation.

Following a meeting in Chicago, October 14, 1921, of the presidents of nearly all the leading railroads in the country, Mr. Thomas De Witt Cuyler, Chairman of the Association of Railway Executives, made the following statement:

At a meeting of the Association of Railway Executives today, it was determined by the railroads of the United States, to seek to bring about a reduction in rates, and as a means to that end to seek a reduction in present railroad wages which have compelled maintenance of the present rates.

An application will be made immediately to the United States Railroad Labor Board for a reduction in wages of train service employees sufficient to remove the remainder of the increases made by the Labor Board's decision of July 20, 1920 (which would involve a further reduction of approximately ten per cent), and for a reduction in the wages of all other classes of railroad labor to the going rate for such labor in several territories where the carriers operate.

To Reduce Rates as Wages Go Down

The foregoing action is upon the understanding that concurrently with such reduction in wages the benefit of the reduction thus obtained shall, with the concurrence of the Interstate Commerce Commission, be passed on to the public in the reduction of existing railroad rates, except in so far as this reduction shall have been made in the meantime.

The managements have decided upon this course in view of their realization of the fact that the wheels of industrial activity have been closed down to a point which brings depression and distress to the entire public, and that something must be done to start them again in operation.

The situation which confronts the railroads is extremely critical. The railroads in 1920 realized a net railway operating income of about $62,000,000, upon a property investment of over $19,000,000,000, and even this amount of 62 million included back mail pay for prior years received from the government of approximately $64,000,000, thus showing, when the operations of that year alone are considered, an actual deficit before making any allowance for either interest or dividends.

The year ended in serious depression in all branches of industry, and in marked reduction of the market demand for and the prices of basic commodities, resulting in a very serious falling off in the volume of traffic.

Roads Forced to Defer Maintenance

In this situation, a policy of the most rigid economy and of postponing and cutting to the bone the upkeep of the properties was adopted by the railroads. This was at the price of neglecting and for the time deferring work which must hereafter and in the near future be done and paid for. This is illustrated by the fact that, as of September 15, 1921, over 16 per cent or 374,431 in number, of the freight cars of the carriers were in bad order and needing repairs, as against a normal of bad order cars of not more than 160,000, as is further illustrated by the deferred and inadequate maintenance of other equipment and of roadway and structures.

Even under those conditions, and with this large bill charged up against the future,—which must soon be provided for and paid if the carriers are to perform successfully their transportation duties,—the result of operations for the first eight months of this year, the latest available figures, has been at a rate of net railway operating income, before providing for interest or dividends, amounting to only 2.6 per cent, per annum on the valuation of the carrier properties made by the Interstate Commerce Commission in the recent rate case, an amount not sufficient to pay the interest on their outstanding bonds.

Roads' Earnings Far Below Reasonable Returns

It is manifest, from this showing, that the rate of return of 5½ or 6 per cent for the first two years after March 1, 1920, fixed in the Transportation Act as a minimum reasonable return upon railroad investment, has not been even approximated—much less reached; and that the present high rates accordingly are not due to any statutory guarantee of earnings, for there is no such guarantee.

In analyzing the expenses which have largely brought about this situation, it becomes evident that by far the largest contributing cause is the labor cost.

Today the railroads pay out to labor approximately 60c on the dollar they receive for transportation services, whereas in 1916, 40c on the dollar went to labor.

On the first day of January, 1917, when the government took charge of wages through the Adamson Act, the labor cost of the railroads had not exceeded the sum of about $1,468,000,000 annually. In 1920, when governmental authority made the last wage increase, the labor cost of the railroads was about $3,698,000,000 annually, or, if continued throughout the year instead of for the eight months during which the wage increases were in effect, the labor cost, on an annual basis, would have been largely in excess of $3,900,000,000—an increase, since the government took charge of railroad wages in the Adamson Act, of approximately $2,450,000,000 annually.

In the light of these figures, it is manifest that the recent reduction of wages authorized by the Labor Board, estimated at from 10 to 12 per cent in no sense meets or solves the problem of labor costs and in no way makes it possible for the railroads to afford a reduction in their revenues.

Thousands of Rates Already Reduced

Indeed, during the past year there have been between four and five thousand individual reductions in freight rates. On some railroads the reductions in rates have amounted to more than the reductions in wages so far made, and on many other railroads the reductions in wages allowed no net return on operations, but merely provided against the further accumulation of a deficit.

The point is often made that agriculture and other industries are also suffering the same immediate difficulties as the railroads, why, therefore, do not the railroads take their medicine like anybody else? The answer lies in several facts:

1. The railroads were not permitted, as were other industries, to make charges during the years of prosperity, making possible the accumulation of a surplus to tide them over the present extreme adversity. According to the reports of the Interstate Commerce Commission, the rate of return on property investment of the railroads of the United States for the past several years has been as follows:

RATE OF RETURN EARNED BY RAILROADS OF THE UNITED STATES ON THEIR PROPERTY INVESTMENT.

1912	4.84%
1913	5.15%
1914	4.17%
1915	4.20%
1916 (fiscal year)	5.90%
1916 (calendar year)	6.16%
1917	5.26%
1918	3.51%
1919	2.46%
1920	0.32%

It will thus be noted that during the years when other industries were making very large profits, when the prices of farm products and the wages of labor were soaring to unheard-of heights, the earnings upon railroad investment in the United States were held within very narrow limits and that they have during the past four years progressively declined.

Roads Handicapped More Than Other Business

2. The railroads are responsible to the public for providing adequate transportation. Their charges are limited by public authority, and they are in very large respects (notably for labor) compelled to spend money on a basis fixed by public authority. The margin within which they are permitted to earn a return upon their investment or to offer inducements to attract new capital for extensions and betterments is extremely limited. However much the railroads might desire, therefore, to reduce their charges in times of depression, it will be perceived that the limitations surrounding their action do not permit them to give effect to broad and elastic policies which might very properly govern other lines of business not thus restricted.

It has been urged upon the railroads that a reduction in rates will stimulate traffic and that increased traffic will protect the carriers from the loss incident to a reduction in rates. The railroad managements cannot disguise from themselves that this suggestion is merely conjectural and that an adverse result of the experiment would be disastrous not only to the railroads, but to the public, whose supreme need is adequate transportation. Consequently the railroad managements cannot feel justified in placing these instrumentalities, so essential to the public welfare, at the hazard of such an experiment based solely upon such a conjecture.

Farmers Especially Need Lower Rates

It is evident, however, that existing transportation charges bear in many cases a disproportionate relationship to the prices at which commodities can be sold in the market and that existing labor and other costs of transportation thus imposed upon industry and agriculture generally a burden greater than they should bear. This is especially true of agriculture. The railroad managements are feeling sensitive to and sympathetic with the distressing situation and desire to do everything to assist in relieving it that is compatible with their duty to furnish the transportation which the public must have.

At the moment railroads in many cases are paying 40c. and hour for unskilled labor when similar labor is working alongside the railroads and can easily be obtained by them at 20c. an hour. The railroads of the country paid in 1920 a total of considerably over $1,300,000,000 to unskilled labor alone. However desirable it may be to pay this or that schedule of wages, it is obvious that it cannot be paid out of railroad earnings unless the industries which use the railroads are capable of meeting such charges.

The railroads, and through them the people generally, are also hampered in their efforts to economize by a schedule of working rules and conditions now in force as a heritage from the period of Federal control and upheld by the Railroad Labor Board. These conditions are expensive, uneconomic and unnecessary from the point of view of railroad operation and extremely burdensome upon the public which pays the bill. This schedule of wages and of working conditions prevents the railroads from dealing equitably with their labor costs in accordance with rapidly changing conditions and the great variety of local considerations which ought to control wages in different parts of the country. The railroads are seeking to have these rules and working conditions abrogated.

The railroads will seek a reduction in wages now proposed by first requesting the sanction of the Railroad Labor Board. The railroads will proceed with all possible dispatch, and as soon as the Railroad Labor Board shall have given its assent to the reduction of wages the general reduction in rates will be put into effect.

Children Cry FOR FLETCHER'S CASTORIA

Children Cry FOR FLETCHER'S CASTORIA

HIGH WIGS

A. D. 1660

"In the reign of William and Mary it became the custom for young bloods to comb their monstrous wigs in public, for which purpose they carried large ivory or tortoise-shellcombs with them everywhere."

Why styles change

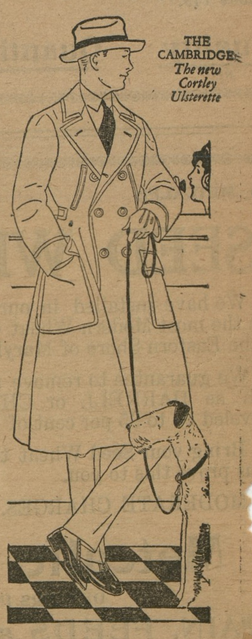
FASHIONS in men's clothing truly reflect the thought and spirit of the times. The fantastic costume of Sir Walter Raleigh—the plain black coat of the Pilgrim Father—each expresses the personality of the wearer.

Created in New York City, Cortley Clothes are not only correct in every detail of design and workmanship—they embody, in marked degree, that intangible atmosphere of distinction which is demanded by the young men of today. They express "the spirit of the metropolis."

Bordley & Son

Chestertown Md

Headquarters for young men



CORTLEY CLOTHES

1921

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