To Our Many Patrons

We wish to thank you for your hearty support and patronage, wishing you a Happy and Prosperous New Year.

A. S. TURNER & SONS

PHONE 151

Chestertown, Maryland.

SPECIAL ANNOUNCEMENT

To the People of the Fifth District, Kent County:

Not having found a purchaser for the General Merchandise Business advertised in the News the past few weeks, I am now placing on sale my entire stock of goods at a liberal reduction.

Now is your opportunity to make your purchase at wholesale prices.

However, any live wire can still buy a good, healthy going, business

W. REYBOLD WILSON,
Knights Hall Rock Hall.

The Mutual Fire Insurance Co.

OF KENT COUNTY, MD.

Fire Insurance
Automobile Insurance

Low Rates, Prompt Settlements
Accumulated Dividends

APPLICATION FOR INSURANCE MAY BE MADE TO

F. E. Thomas, Stevensville, Md.
E. Bowers, Lynch, Md.
Joseph Downey, Rock Hall, Md.
R. Wesley Moffett, Millington, Md.
Chas. H. Jefferson, Chestertown, Md.
Frank H. Ruth, Galena, Md.
G. W. Owens, Betterton, Md.
Allan S. Walls, Sudlersville, Md.
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James P. Brown, Church Hill; R.G Nicholson, J. D. Bacchus, F. G. Usilton, T. W. Eliason, Allan A. Harris, Eben F. Perkins, Edw. W. Emory, P. Medford Brooks, Chestertown; Howard Turner, Betterton; Wm. A. Hyland, Galena; Dudley G. Roe, Sudlersville.

FRED. G. USILTON, President.
EBEN F. PERKINS, Sec.-Treas.
C. & P. Phone No. 173

IN MEMORIAM

In sad but loving remembrance of my dear son, Leslie Procter Sewell, who passed away five years ago on January 24th, 1919.

My loved one, my own and I
Shall have so much to see together
by and by,
I do believe that God will give a
sweet surprise
To tear-stained, saddened eyes.
I do believe that just the same sweet
face,
But glorified, is waiting in the place
Where he and I shall meet if only I
Am counted worthy in that by and
by.
There are times when the grief is so
heavy,
Too hard to bear, it seems,
But the Master's voice whispers,
My child have patience and courage
to wait,
For some day you'll meet your loved
ones
Face to face at the pearly gate.
In the house of many mansions
Rests my darling boy tonight;
Verdant flowers for him are blooming
In the land of perfect light.
Naught disturbs his peaceful slumber,
Gathered home while in his youth,
Face to face with saints and angels,
Saved through everlasting truth.

It's Loving mother, Mary C. Procter.

In loving memory of our father and grandfather, John Grulkey, who died January 30, 1921.

Just athought of sweet remembrance,
Just a memory fond and true,
Just a love of sweet devotion
Of ones who think of you.
For the Lord who gave has called her
To His will we all must bow,
You are free from earths last trials
Not a care can reach you now.
Although we cannot clasp your hand,
Your face we cannot see,
But let this little token show
We still remember thee.

By his daughter, Matilda and Grandchildren.

JAPAN'S RECORD FISH CATCH

Haul for 1921 Amounted to 1,755,965 Long Tons—Used for Table and as Fertilizer.

The waters surrounding Japan and to the north constitute one of the three greatest fishing areas of the Northern hemisphere, and, consequently, the people have a plentiful supply of fish, which almost entirely takes the place of meat. Without this abundance of fish so close at hand, it is doubtful of the Japanese empire would have attained the high state of development that it has reached today, since its limited area does not permit the raising of meat animals sufficient to feed even a fraction of the great population, says a report to the Department of Commerce.

Japan's fish catch during 1921 amounted to 1,755,965 long tons, 1,124,977 tons of which were for table, while the remainder was taken for the oil content and for fertilizer.

During the last few years meat has become quite popular among the wealthier Japanese, many of whom eat two or three "European" meals a week, but the cost of imported meat places it in the luxury class and restricts its use to a comparatively small number. The increased earning power of the people, however, is making it possible for them to indulge in more and more luxuries and, in time, meat may be regarded as a necessary part of the diet.

WANTED TO BE ACCURATE

Tennyson Corrects Error He Made While on First Train From Liverpool to Manchester.

It was Jack Kemble who in 1833 warned Alfred Tennyson that "he had a touch of mathematics in him"; and readers of the Eversley edition of his works realize from the copious notes what was the laureate's obsession for accuracy.

Harold Nicholson in his brilliant book on "Tennyson," records one delicious instance of Mr. Tennyson's habit. "In the first 'Locksley Hall,'" he writes, "he had indulged in the following simile:

Let the great world spin forever down
The ringing grooves of change.

"Most people would have left it at that. Not so Tennyson. The inspiration of the verse had been drawn from a railway engine and had been rendered inaccurately; for it appears that railway engines do not, as he had at first supposed, run in grooves. So he confesses his mistake in a note:

"'When I went by the first train from Liverpool to Manchester (1830) I thought that the wheels ran in a groove. It was a black night and there was such a vast crowd round the train at the station that we could not see the wheels. Then I made this line.'"—Detroit News.

Force of Habit.

An Angeleno recently returned from Europe laughingly tells of meeting an old friend of his in Venice, Italy, who has a studio in California at Carmel-by-the-Sea. He asked the artist which of the two places he liked the best.

"Well," replied the artist, "I like them both, but Venice is awfully tough on my cat."

"I don't get you," said the Angeleno, "what difference does it make to the cat whether it's in Carmel or Venice?"

"Well, it's this way," explained the artist. "I've got the habit of tossing the cat out the window into the back yard every night, and of course here in Venice there isn't any back yard."

How's This?

Near San Diego are some quaint towns and one of them has a unique garage. At one time it was a church, but now a double door has been cut through the side and the vestibule at the front is used for an office. But the blend of old and new affords a laugh to every traveler who stops there for over the door, weatherbeaten but still readable, is a Scripture quotation that goes:

"Behold, I have set before you an open door."

And on the panel below the garageman has inscribed in red paint "Positively no admittance."

Not Far Off.

Hoffy was discoursing about idioms of speech and the oddities that crop up in various languages.

"For instance," he said, "on the continent when they want to compliment a man they call him a large vegetable."

"What of that?"

"Seems a queer figure of speech. We have nothing like it."

"On the contrary, we have something very much like it. Don't we often call a man a 'small potato?'"

Impatient.

The clergyman was waxing eloquent on the subject of the "Future State of the Church." As his voice rose in power and volume he made the rafters ring with the question: "I ask you, what shall be the future glory of the church?" A brief pause for breath, and he continued: "I repeat, what shall be the future glory of the church?"

"You tell him, daddy, and let's go," exclaimed an entreating voice.

Age of Progress.

"At the party I come in as a witch."

"That is understood."

"Dear me, we haven't a broom in the house."

"In that case we'll have to see what we can do with a vacuum cleaner."

Dismiss that cough take SCOTT'S EMULSION

FOR RENT

One five-room apartment and one three-room apartment for rent in Chestertown. Apply to MRS. BIBB, "Bibbs Inn" formerly the Kent House Chestertown, Md. d22-3t

NAME RECEIVER FOR MIDDLETOWN FARMS

Daniel W. Stevens, of Middletown, was appointed receiver for the Middletown Farms, Incorporated. The application for a receivership was made by William S. Hilles, council for the Diamond Ice and Coal Company, a creditor of Middletown Farms.

It is expected Mr. Stevens will continue to operate the plant of Middletown Farms until the property can be disposed of at receiver's sale, as recommended by the creditors, at a meeting Wednesday.

The bill set forth that the Diamond Ice and Coal Company is a creditor of the Middletown Farms for upward of $3,700, and that the defendant is also indebted to several hundred other persons and corporations for a total of about $100,000, with little or no quick assets.

The order issued by the Chancellor requires that the receiver furnish bond of $10,000, and continue the business as a going concern in accordance with the order.

The defendant company in its answer to the bill of complaint, admitted the concern is insolvent.

SUDLERSVILLE HIGH LADS DOWN CHESTERTOWN FIVE

The basket ball team of Sudlersville High School, Queen Anne's county, defeated the quintet of Chestertown High School, 13 to 12, in the Washington College gym. The Chestertown team led until the last 10 minutes.

Sudlersville—Smith, f; Stack, f; Fox, c; Wallace, g; Wilson, g. Chestertown, Nickerson, f; Russell, f; Estes, c; Parks, g; Chapman, g.

Field goals—Fox 2, Smith, Stack, Nickerson, Russell 2, Parks, Chapman. Foul goals—Smith 1 out of 2, Fox 3 out of 6, Wallace 1, Hussell 2 out of 6. Referee—Griffin, Washington College.

So They Voted for "TH"

The question in the Graham home was whether it was to be TH-rift or a D-rift. The vote was for TH-rift after Mrs. G. presented it thusly:

"Are we content to drift along with no preparation for the future?

"Or, are we thriftly going to save money for the future?

"A bank account will help us meet possible misfortune without a qualm.

"And when opportunity knocks it will make it possible for us to take full advantage.

"Now—what do you say, shall it be thrift or drift?"

This bank helps people save by paying 4% interest on saving accounts.

START YOURS THIS WEEK.

The Peoples Bank

The Cost of a Car

is no measure of its value

These are the things to consider

THE cost of a car depends in large part on volume and efficiency. It is no criterion of value.

Studebaker builds 150,000 fine cars yearly. All of them are Sixes. The main costs are divided by that enormous output. Thus at prices of $975 and up we offer the utmost in quality. We offer maximum values.

Don't judge these cars by prices. Under other conditions they might cost twice as much, yet offer less than these.

Some major costs

Quality cars require costly facilities. Studebaker has $50,000,000 invested in modern plants and equipment. $8,000,000 in drop forge plants alone. $10,000,000 in body plants, to carry out the Studebaker standards.

There are 12,500 up-to-date machines employed to build these cars. Some are enormously expensive.

Few outputs justify such facilities. Then parts must be bought outside, and profits paid to others.

* * *

Studebaker engineering costs $500,000 per year. That to us is $3.33 per car.

Our Department of Research and Experiment employs 125 skilled men. It makes 500,000 tests per year to maintain our standards.

Our Bureau of Methods and Standards fixes the requirements for every part and detail. 12,000 inspections are necessary for each car to insure against flaws and mistakes. We employ 1,000 men to make them.

Cars like the Studebakers cannot be built without such facilities, such research, such care. Yet enormous output alone makes them possible at Studebaker prices.

The best we know

Studebakers represent the best we know. And with our army of engineers, with our wealth of experience, we probably know what is best.

We use 35 formulas for steels. Each is best suited to certain parts, as proved by years of tests.

On some steels we pay the makers a bonus of 15% to get them exactly right. There is no room to excel us there.

* * *

We machine the entire surface of each crank shaft, as was done on Liberty Airplane Motors. That extra cost is heavy. But thus we get that perfect balance, that absence of vibration.

We use more Timken bearings than any other car which costs under $5,600. They cost considerably more than ball bearings.

These facts apply to all Studebakers, of all styles and sizes. The materials used in all chasses are alike.

Beauty—Luxury—Finish

The Studebaker coach work has been famous for decades. No one can excel it.

The finish is produced by 26 operations, including 15 coats of paint and varnish.

Open cars have real leather cushions. They cost, over imitation leather, about $25 per car.

No closed cars could be more luxurious. That lining of Chase Mohair is made from the soft fleece of Angora goats. A velour lining would save about two-thirds that cost—up to $100 per car.

Note how every detail denotes infinite care. That, as you know, is expensive.

Note the completeness of our larger models. The nickel-plated bumpers, extra disc wheels with cord tires, a steel trunk, a courtesy light. These are rare extras, even on the costliest cars.

Nothing is stinted

Compare part by part with any rival cars. Studebaker will show you some scores of advantages.

Then consider Studebaker history. For 72 years this name has stood for quality. When people rode in carriages, Studebaker built the best. Now those same traditions are applied to motor cars alone.

Consider Studebaker records. Mark how these cars in service have multiplied demand, until people last year paid $200,000,000 for Studebaker cars.

* * *

Consider their service records. One Studebaker car, built in 1918, has run 475,000 miles. It is still in active service. It lately made a midwinter trip from Los Angeles to New York. That means 80 years of average service, of 6,000 miles per year.

What more can you dream of in a motor car than the Studebakers offer?

Just Go and See

Studebaker is today the leader in the fine-car field.

Studebaker builds more quality cars than any other concern in the world.

Buyers of fine cars last year spent over $200,000,000 for Studebaker models.

The demand for Studebakers has almost trebled in three years — as people found them out.

Then go see them. Compare them with any car you will. Don't spend $1,000 or over without knowing what Studebaker offers. You owe that to yourself.

LIGHT-SIX

5-Pass. 112" W. B. 40 H. P.

Touring	$ 995.00
Roadster (3-Pass.)	975.00
Coupe-Roadster (2-Pass.)	1195.00
Coupe (5-Pass.)	1395.00
Sedan	1485.00

SPECIAL-SIX

5-Pass. 119" W. B. 50 H. P.

Touring	$1350.00
Roadster (2-Pass.)	1325.00
Coupe (5-Pass.)	1895.00
Sedan	1985.00

BIG-SIX

7-Pass. 126" W. B. 60 H. P.

Touring	$1750.00
Speedster (5-Pass.)	1835.00
Coupe (5-Pass.)	2495.00
Sedan	2585.00

(All prices f. o. b. factory. Terms to meet your convenience.)

CHURCH HILL MOTOR COMPANY
CHURCH HILL, MARYLAND.

THIS IS A STUDEBAKER YEAR

MOTOR SERVICE MINIMUM FARE 25c

The Shore Transit Line, Inc.

Schedule Effective January 17th, 1924

Easton, Centreville, Church Hill, Chestertown and Rock Hall Pie

Route No. 2. Division Easton via Centreville to Rock Hall Pier, with connection at Rock Hall Pier with all Ferry Steamers to and from Bay Shore. This schedule is Daily and Sunday, except where designated. All connections at Easton with Bus Lines and Railroad for points East and West to the Peninsula, of the Eastern Part of Maryland and Delaware. Connections at Hurlock and Salisbury for points North and South.

	Except Sat.		Sat. Only	
Lv. Easton (B. C. & A. Station)	9.10			$—
" Easton (Norris Hotel)	9.15 a. m.	11.25 a. m.	10.20 a. m,	,25
" Easton (Queen Anne Hotel)	9.15 a. m.	11.30 a. m.	10.20 a. m,	,25
" Longwoods	9.30 a. m.	11.48 a. m.	10.35 a. m,	,25
" Skipton	9.39 a. m.	11.57 a. m.	10.44 a. m,	,35
" Wye Mills	9.49 a. m.	12.10 p. m.	10.54 a. m,	,50
" Centreville (HotelAlexander	10.11 a. m.	12.33 p. m.	11.12 a. m,	,85
" Starkeys Corner	10.29 a. m.	12.51 p. m.	11.30 a. m,	1,05
" Church Hill	10.37 a. m.	1.00 p. m.	11.38 a. m,	1,20
" Chestertown (Voshell House)	10.56 a. m.	1.21 p. m.	11.57 a. m,	1,45
" Fairlee	11.19 a. m.	1.48 p. m.	12.20 p. m,	1,85
" Edesville	11.27 a. m.	1.57 p. m.	12.28 p. m,	1,90
" Rock Hall	11.32 a. m.	2.03 p. m.	12.33 p. m,	1,95
Ar. Rock Hall Pier	11.37 a. m.	2.10 p. m.	12.38 p. m,	2,05
Lv. Rock Hall Pier	7.30 a. m.	11.45 a. m.		
" Rock Hall	7.36 a. m.	11.51 a. m.		.25
" Edesville	7.42 a. m.	11.57 a. m.		.25
" Fairlee	7.51 a. m.	12.06 p. m.		.30
" Chestertown (Voshell House)	8.18 a. m.	12.33 p. m.		.60
" Church Hill	8.39 a. m.	12.54 p. m.		.85
" Starkeys Corner	8.48 a. m.	1.03 p. m.		1.00
" Centreville (HotelAlexander)	9.06 a. m.	1.21 p. m.		1.20
" Wye Mills	9.31 a. m.	1.46 p. m.		1.55
" Skipton	9.40 a. m.	1.55 p. m.		1.65
" Longwoods	9.55 a. m.	2.06 p. m.		1.80
Ar. Easton (Queen Anne Hotel)	10.09 a. m.	2.24 p. m.		2.05
" Easton (Norris Hotel)	10.10 a. m.	2.25 p. m.		2.05
" Easton (B. C. & A. Station)	10.15 a. m.	——		2.05

	Except Sat.	Sat. Only
Lv. Rock Hall Pier	6.45 p. m.	5.15 p. m.
" Rock Hall	6.50 p. m.	5.20 p. m.
" Edesville	7.05 p. m.	5.25 p. m.
" Fairlee	7.14 p. m.	5.34 p. m.
Ar. Chestertown (Voshell House)	7.37 p. m.	5.57 p. m.
Lv. Chestertown (Voshell House)	6.40 a. m.	
" Fairlee	7.02 a. m.	
" Edesville	7.10 a. m.	
" Rock Hall	7.15 a. m.	
Ar. Rock Hall Pier	7.20 a. m.	

The Busses stop to let off and take on Passengers anywhere on the route. Hold up your hand and the Bus stops for you.

MAIN OFFICE—Salisbury, Md. Phones 112 and 886

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