WASHINGTON COLLEGE FUND HONOR ROLL

The "Kent County Honor Roll" on the Washington College Endowment Fund Campaign includes the men and women as noted below. It is believed that this Honor Roll will be largly increased during the next few weeks that the campaign will be continued throughout the Eastern Shore.

This present Honor Roll for Kent County includes as many men and women as did the first Honor Roll in 1782 which was headed by George Washington. A special record will be prepared at the close of the campaign which will contain the names of every contributor to the $250,000 Fund. This record will be in such shape that it will be handed down to future generations that after many decads, others may know the loyalty of the citizens of the Eastern Shore.

Campaign Headquarters will continue to be in the Imperial Hotel Bldg. until further notice. The work of organization and solicitation will be pushed as rapidly as possible in the remaining counties and trough outside freidns. Subscriptions will be received at Headquarters and it is hoped that many additional names will be added to the

KENT COUNTY HONOR ROLL

H. W. Anderson
E. R. Anthony
William B. Anthony
Albert Attinger
Charles L. Atwater
Robert R. Ayres
J. D. Bacchus
Harold M. Baker
Harry L. Baker
Milton E. Baker
Cora Baldwin
George Baldwin
R. N. Baldwin
W. B. Barnes
Wm. H. Barnes
Geo. L. Barnes
John E. Barnes
Ralph W. Barnett
Vernon M. Barnett
Roy B. Barnett
John Bartley
Elizabeth Baxter
Rollison Baxter
Alberta P. Beck
Mr. and Mrs. J. G. Beck
S. Scott Beck
Mrs. S. Scott Beck
Margaret C. Belle
Hannah W. Belle
William A. Bell
Grace L. Bennett
W. S. Bennett
Clara T. Biddle
Blackway Bros.
Harry A. Bolton
B. L. Bonnett
Grace Kemp Bordley
Carl N. Bordley
Thomas D. Bowers
J. A. Bowman
W. H. Bowman
Troop No. 1 Boy Scouts
Elizabeth M. Brice
H. M. Bramble
Anna Smyth Brice
Arthur H. Brice
Horace F. Brice
W. T. Brice
W. O. Bringman
Ernest C. Briscoe
P. M. Brooks
Anna R. Brown
A. Leon Brown
C. C. Brown
Elizabeth G. Brown
H. Clay Brown
Henry Brown
Mrs. Henry Brown
Louise L. Brown
L. G. Brown
Mary H. Brown
Thomas H. Bryan
Carrie A. Buer
Harvey Buer
Gilbert V. Byron
Candy Kitchen
Eliz. W. Cannon
M. Palmer Carroll
Mary W. Carroll
J. W. Chapman, Sr
Chestertown Elec. Light & Power Co.
J. William Clark
Mr. and Mrs. Frank Clark
Mrs. Merrick Clements
Cynthia Clendaniel
J. H. Clendaniel, Jr.
Alvin E. Coleman
R. H. Collins, Sr.
R. H. Collins, Jr.
Page Comegys
Paul E. Comegys
Jane C. Cooper
G. L. Copeland
Annie L. Copper
Whittier C. Copper
W. N. Copper
W. H. Cooper
Helen T. Connelly
John H. Connor
Mr. and Mrs. W. B. Copper
E. W. Corey
F. H. Cornelius
Geo. E. Cornell
B. H. Cosden
Rev. A. Howard Covey
Curtis E. Crane
Mark Creasey
Mrs. Achsah V. Crew
Harry Crew
James T. Crew
John Y. Crew
Mrs. Lolla O. Crew
Walter Crew
James W. Crouch
Miss Ida V. Crow
Walter C. Crow
Mrs. Wm. R. Crow
A. M. Culp
Wm. M. Culp
A. E. Culver
Thomas J. Davis
John L. Deputy
Lewin B. Deputy
Horace B. Derrick
Estelena W. Derringer
Alice H. Derringer
Dr. L. M. Dill
James T. Dixon, Jr.
Lillie C. Dixon
Marion A. Dixon
Charles L. Dodd
J. Lucy Dodd
Joseph Downey, Sr.
E. B. Dukes
H. A. B. Dunning
Frank E. Duyer
Wm. T. Duyer
Frank L. Elliott
E. W. Emory
Misses Julia and Belle Emory
C. H. Eshman
W. H. Fallowfield
H. W. Fallowfield
M. Elizabeth Falls
Mrs. Edna E. Faulkner
Mrs. Frances Fitch
David B. Ford
Charles B. Ford
Sue B. Ford
J. Thomas Fowler
W. L. Fowler
Geo. W. French
Friend
Friend
Friend
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J. Pae Gale
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Richard B. Groves
Wm. M. Gunning
Gulf Refining Co..
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Allan A. Harris
Freeman H. Hart
Hugh H. Hartman
W. T. Hicks
Thomas F. Healey
Linda M. Hendrickson
George P. Hendrickson
M. Alice Hepburn
S. S. Hepburn
Alex Herzberg
L. C. Hess
Mae Hurlock Hill
Susan V. Hill
Frank B. Hines
Miriam J. Hines
Wm. R. Howell
H. T. Hoyle
Ernest W. Horsey
J. B. Hossinger
Wilbur R. Hubbard
W. W. Hubbard
R. Raymond Hudson
E. E. Hudson
H. B. Hudson
I. Frank Huey
Wm. Robert Huey
H. C. Hughes
Frank A. Hurlock
C. S. Hurlock
H. M. Hynson
W. A. Hyland
D. W. Ingersoll
William Janvier
Chas. H. Jefferson
Harry F. Jefferson
Miss Florence Jewell
H. S. Jewell
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J. S. Wm. Jones
Howard C. Jones
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C. W. Kibler, Jr.
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J. S. Kreeger
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Oscar Leaverton
Ellsworth Leary
Frank D. Leary
Norman Lee
P. C. Lee
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William N. Lewis
N. Lieberman
R. Lockwood
Mrs. Julia A. Loud
Marietta M. Loud
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Caroline McComb
William T. McDonald
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Amy C. McMenamin
Geo. W. McWhorter
Dr. J. R. Micou
Oathman A. Malcom
Mary S. Massey
A. H. Malsberger
M. E. Massey
Margaret R. Massey
Thomas Massey
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John E. Matthews
J. D. Maxwell
Jesse D. Maxwell
Mrs. F. Olivia Medders
William Medders
Metcalfe Bros.
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Robert V. Moffett
G. R. Moffett
Robert Moffett
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W. Raymond Moody
Carlton C. Moore
Mary O. Morris and Son
James E. Morris
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John H. Newnam
W. P. Newnam
J. S. Newnam
Clarence Newsome
Bryan Newton
T. Albert Newton
Bessie M. Nicholson
R. G. Nicholson
Mary E. Nicholson
Nellie L. Nicholson
W. T. Nicholson
A. E. Nicholson
John P. Nicholson
Charles E. Nickerson
T. Earle Nickerson
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M. E. Parsons
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Edmund Pennington
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L. C. Robinson
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H. B. Rote
Harry J. Rouse
L. Bates Russell
Inez Russell
Wm. F. Russell
W. Frazier Russell
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J. T. Schauber
John Schauber
Adam Schauber
Edward A. Scott
Miss Emma Shafer
Mrs. Emma Shafer
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A. F. Shure
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H. G. Simpers
J. Raymond Simpers
Mary E. Simpers
J. Walter Skirven
C. Romie Skirven
Frank W. Smith
Wm. G. Smyth
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Owen C. Smith
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John E. Speicher
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Paul E. Titsworth
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Bedford Titter
George H. Titter
Mabel Toulson
Hallie I. Toulson
James A. Toulson
Wm. Belt Townshend
A. S. Turner
A. S. Turner & Sons
Howard Turner
John Urie Truslow
Wm. H. Truslow & Son
Margaret Anne Turner
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R. V. Waddell
W. H. Waddell
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R. Goldey Warren
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Charles F. and Avis Wheatley
Joseph N. Wheatley
C. Frank Wheatley
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G. R. Wickes
L. W. Wickes
Samuel W. Wiley
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Jennie Wilkins
Raymond R. Wilkins
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Audrey Wilson
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James E. Woodall
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Walter Wright
Thomas C. Wroth

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Charles Lewin Armstrong
John C. Bankert
Naomi B. Baxter
G. Francis Beaven
Catherine Beck
J. Frank Blake, Jr.
William S. Blackiston
Roeers J. Bounds
S. Russell Bozman
Rebecca Neal Brown
Lillian E. Brown
Ridgely T. Brown
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H. Warren Conant
John Calvin Copper
Luther A. Copper
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C. Edward Duffy
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Preston P. Heck
Sara E. Herman
William Hickman
Gladyse Hill
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Helen G. Mills
Lala L. Messick
Herman A. Negri
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Daniel Partridge
J. Clifton Peacock
Marion H. Pearson
Lucian L. Powell
Margaret T. Power
William E. Pratt
J. Carl Rankin
Howard T. Rayne
Jacob D. Reige
Ralph Furman Richardson
Avis Vannort Richardson
Mary L. Rouse
Emerson R. Russell
Harry S. Russell
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William Schnauffer
Nannie B. Sherman
Dorothy Shriver
Edgar P. Simmons
Helen Vannort Simpers
Roger L. Smoot
Albert A. Soifer
James Edwin Spear

(Continued on Page 7

"A Sound Idea Needs Little Explaining"



We need few words here to explain the value of Thrift—as practiced through a bank book.

Fortunes—ease—comfort and peace and plenty in old age, have come to many who started FIRST—with a small entry in a SAVING ACCOUNT book.

It's Not a New Idea—
But a Sound One!

Why Don't You Start This Week?

THE PEOPLES BANK

1,970,000,000 Feet of Telephone Wire

BEFORE the War, this company installed about 127,000,000 feet of wire each year. Because of the abnormal demands for service during the past several years, it has, during that period, installed an annual average of about 209,000,000 feet of wire. For 1924 it is estimated that 384,100,000 feet will be required, and during the next five year period 1,970,000,000 feet of wire.

Most of this wire is in cables. These cables vary in size from 50 to 2400 wires. The establishment of such cables requires careful surveys and accurate advance planning. Otherwise certain localities where future demands may not be great might be supplied with cable far in excess of their requirements. In such cases valuable plant might continue to lie idle for years. And this idle investment would necessarily place additional costs upon the users of the service.

This necessary preliminary work takes time and involves certain unavoidable delays in the establishment of service. But it is through this procedure that the company is able to operate economically and keep its charges for service at the lowest possible amount.

THE CHESAPEAKE AND POTOMAC TELEPHONE CO.

One Policy - One System - Universal Service

The Truth

About this Light-Six—plus proof on proof

THIS Studebaker Light-Six is the supreme value in the "thousand-dollar" class.

It offers, not a few, but scores of advantages. In its chassis it represents the best that modern engineering knows. In its steels and quality of construction it is identical with the costliest cars we build.

This is to offer you proofs. Then urge that you see it before paying $1,000 or more for a car.

Some evidence

The extra values which this car typifies have made Studebaker the largest builder of quality cars.

They have made these cars a sensation. Sales have almost trebled in three years. Last year 145,167 people paid $201,000,000 for Studebaker cars.

The multiplying demand has forced an investment of $50,000,000 in model plants and equipment. Of this, $38,000,000 has been spent in the past five years, so the plants are up-to-date.

The engineering department which designs and superintends this Light-Six costs $500,000 per year.

The machines which build it are modern and exact. 517 operations on this car are exact to 1/1000th of an inch. 122 operations are exact to one-half 1/1000th of an inch.

1,200 inspectors are employed to submit each car in the making to 32,000 inspections.

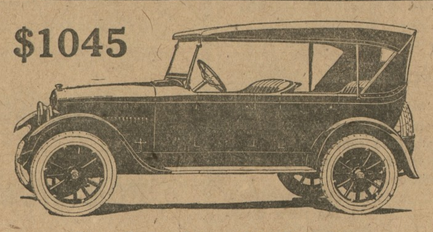
Infinite care

The steels are selected from 35 formulas, each one proved best by years of test for its purpose. On some we pay the makers 15% premium to get them exactly right.

The crankshafts are machined on all surfaces, as was done in the Liberty Airplane Motors. This to give perfect motor balance, at an extra cost to us of $600,000 yearly.

It has more Timken bearings than any other competitive car within $1,500 of its price.

$1045



Studebaker Light-Six
Scores of extra values

Built by the leader in the fine-car class. One of the cars for which people last year paid $201,000,000.

Built in a model $50,000,000 plant, producing 150,000 cars yearly. And saving you by quantity production from $200 to $400.

Built of the same steels, with the same care, as the costliest cars we make.

The car that saved 11.4% in operating cost under rivals. The car with 14 Timken bearings.

Mail coupon for book about it

The equipment is unusual. The cushions are of genuine leather, and are ten inches deep.

Every part and detail accords with Studebaker traditions. And the name Studebaker has for 72 years stood for quality and class.

Mark this result

Some men who operate fleets of cars in this class called in auditors to compare the operating costs. They made comparisons on 329 cars, running up to 25,000 miles.

It was found that this Studebaker Light-Six cost for operation 11.4% less than the average of its rivals. This figure included depreciation. That meant $207.50 saved on 25,000 miles. All because of this quality construction.

What it saves you

We build 150,000 cars yearly. All such major costs as engineering, dies, overhead, etc., are divided by 150,000.

We build in model plants, with modern machinery, which have immensely reduced the manufacturing costs.

A car like this, built under ordinary conditions, would cost you from $200 to $400 more.

Learn, for your own sake, what that means to you.

Send for the book

Mail us the coupon below. We will send you free our new book that will inform you on five simple things which reveal the value of a car. For instance: It will enable you to look at any car and tell whether it's been cheapened to meet a price or offers true quality.

It will tell you why some cars rattle at 20,000 miles and others don't. It shows one single point in a closed car which measures whether you're getting top or medium quality. The book is free—clip the coupon below.

LIGHT-SIX		SPECIAL-SIX		BIG-SIX	
5-Passenger	112-in. W. B. 40 H. P.	5-Passenger	119-in. W. B. 50 H. P.	7-Passenger	126-in. W. B. 60 H. P.
Touring	$1045	Touring	$1425	Touring	$1750
Roadster (3-Pass.)	1025	Roadster (2-Pass.)	1400	Speedster (5-Pass.)	1835
Coupe-Roadster (2-Pass.)	1195	Coupe (5-Pass.)	1895	Coupe (5-Pass.)	2495
Coupe (5-Pass.)	1395	Sedan	1985	Sedan	2685
Sedan	1485				

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

Church Hill Motor Company
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STUDEBAKER, South Bend, Indiana

Please mail me your book, "Why You Cannot Judge Value by Price."

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THE WORLD'S LARGEST PRODUCER OF QUALITY AUTOMOBILES

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