QUEEN VICTORIA LYDIA E. PINKHAM

Two Famous Women Born the Same Year

In the year 1819, two babies were born whose lives were destined to have a far reaching influence. One was born in a stern castle of Old England, the other in a humble farmhouse in New England.



Queen Victoria through her wisdom and kindliness during a long and prosperous reign has become enthroned in the hearts of the British people. Lydia E. Pinkham through the merit of her Vegetable Compound has made her name a household word in many American homes.

One of the many women who praise Lydia E. Pinkham's Vegetable Compound is Mrs. Adolph Bratke of 4316 South 13th St., South Omaha, Nebr., who was in a rundown condition for four years before she tried the Compound. "I began to take Lydia E. Pinkham's Vegetable Compound," she writes, "and I have felt my health steadily improving." Mrs. Bratke continued to take the Compound for a year and a half and at the end of that time she found herself in excellent health. "I am feeling fine now and do all my work myself," she wrote in her most recent letter. "I am the mother of six and manage an eight-room house without anybody to help."

FACTS ABOUT ITALIAN CANNED TOMATOES

In the dicsussion of the tomato situation the Italian tomatoes is always a bugaboo in the background. Maryland canners, alarmed by the increase in importations following the reduction of the tariff in 1922, sent a man to Italy to discover how Italian canners were able to produce on the market in New York canned tomatoes of an excellent grade for 5.4 cents a pound, when the lowest possible figure that Maryland canners could arrive at was 6.7 cents.

It was discovered that ocean freight rates were from 19 to 22 cents a hundredweight on canned goods from Genoa or Naples to New York city. It costs 27.5 cents to send the same to New York from Maryland canneries.

It also was learned that i nItalian canneries labor was paid 40 cents a day of fourteen hours for men and 32 cents for women. In Maryland it would cost 5.04 for a fourteen-hour day for male labor. An American cannery laborer receives 36 cents an hour as compared with 40 cents for an entire fourteen-hour day in Italy.

As a result of this combination of lower freight rates and cheaper labor Italian canners are able to prosper by selling canned tomatoes 1.3 cents a pound cheaper than Maryland canners.

These facts were presented to the United States Tariff Commission and to President Coolidge last May by a committee of Eastern Shore canners, representing the Tri-State Packers' Association. J. Richard Phillips, of Berlin, headed the committee.

Figured on the value of the importations from Italy, including the low prices of last year, importations increased 900 per cent after the tariff cut.

The packers called the attention of both the Tariff Commission and the President to the tariff law, which authorizes the President to increase the duty on canned goods to as high as fifty per cent at any time it is deemed advisable. Thus far they have had no response from Washington.

Regardless of how the year results, packers and farmers are hoping that next winter they will be abe toeffect some solution of their problems.

LODGE OFFICERS ELECTED

Chestertown Council No. 177 Junior Order United American Mechanics elected the following officers on Wednesday evening.

Junior Past Councilor, J. A. Kennard.
Councilor, Lloyd Porter.
Vice Councilor, O. W. Jefferson.
Recording Secretary, Harvey G. Blyman.
Assistant Recording Secretary, R. F. Elburn.
Financial Secretary, E. A. Barnes.
Treasurer, J. W. Hirons.
Conductor, W. C. Benjamin.
Warden, W. D. Flowers.
Inside Sentinel, W. F. Malin.
Outside Sentinel, G. H. Burk.
Chaplain, J. W. Barnes.
Trustees, J. W. Barnes, R. E. Collins, W. C. Benjamin, J. E. Pennington, R. F. Elburn.

The monthly report of the University of Maryland Extension Service just issued shows that Kent county leads all the counties in the State in the number of outbreaks of hog cholera for that period. The report states that the feeding cause of the outbreaks is the feeding of garbage and meat scraps from tables, both of which contain quantities of infected pork meat. Every year these outbreaks on the farms in this county cost the farmers from $10,000 to $15,000 loss in valuable pork meat, notwithstanding the strenuous campaign which County Agent Horace B. Herrick and State Extension Service officials have conducted in an effort to induce the farmers to refrain from the use of garbage and table scraps in the feeding of thei rhogs. It seems to be a fact that the disease will not be stamped out in this county as well as in the State until the farmers learn to co-operate with the officials to the degree that they will stop using the infected feed which is used because it is cheaper than the bulk of commercial feeds, but which in the loss of hogs caused by its use is proving the most expensive kind of feed.

NOTICE TO CREDITORS

Notice is hereby given that the undersigned has obtained from the Orphans' Court for Kent County letters of Administration on the personal estate of

RACHEL A. DODSON,

late of said county, deceased.

All persons having claims against said deceased's estate are hereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 17th day of Jan., 1927, otherwise they may by law be excluded from all benefit of said deceased's personal estate.

All persons indebted to this estate must settle at once.

Given under our hands this 13th day of July, 1926.

WILLARD E. DODSON,
OWEN S. DODSON,
Administrators.

jy17-4t

New Method Makes Epsom Salts Easy to Take

In pleasant Sugar Coated Tablet Form called Dill's Epso-Tabs

One of the largest and most scientific chemical laboratories in this country has succeeded in perfecting an Epsom Salt tablet It is sugar coated with an extra special coating of Salol—the famous intestinal antiseptic

When you need a laxative try this new tablet of Epsom Salts compound. It is called Dill's Epso-Tabs and is supplied by leading dealers and druggists everywhere. You will be surprised at the pleasant results—the wonderful cleansing effect.

The liver and the blood respond to the action of Epsom Salts in a most wonderful way. No more billousness. A great feeling of well being throughout the body. Make sure to get the genuine with Salol antiseptic coating by specifying Dill's Epso-Tabs. The Dill Company, Norristown, Pa.

FERTILIZERS

Old reliable brands—the kind that drill right — Truthworthy (2-8-5); Propagator (2-8-2); Crop Producer 1-9-3); Try Me (½19-2); 12-3, 12-5, 10-5. High Grade Acid Phosphate. Delivered on your farm by truck. Place your order now.

SEED—New Alfalfa, Crimson Clover, Rye.

LIME — Hydrated, Lump, Shell. We carry hydrated and shell lime in stock.

SALT—Rock and Fine. Get our wholesale prices.

MASSEY & WILMER
Phone 183 Chestertown, Md.

EXTRA NEWS
BIG AUCTION SALE
A. PARIS
Department Store
SANDY BOTTOM, MD.

Saturday, July 17th
From 4 p. m. to 8 p. m.

We will sell out some of everything in our stock per auction to the highest bidder for cash.

Bring your Eggs, Poultry and Cattle to sell on auction.

Be sure to come to our sales and save money.

E. F. COLEMAN
CRUMPTON, MD.

AUTOMATIC SEALING VAULTS FOR SALE

Get prices from us before you buy.

Phone, Millington 36F15.

Supervisors' Notice

—OF—

APPOINTMENT OF REGISTERS OF VOTERS AND JUDGES OF ELECTION

LIST OF REGISTERS

First District, First Precinct
Samuel S. Hurlock, Dem.
Paul C. Price, Rep.

First District, Second Precinct
S. Harry Todd, Dem.
Rogers Williams, Rep.

Second District, First Precinct
Robert C. Kennedy, Dem.
Louis S. Price, Rep.

Second District, Second Precinct
John H. Moffett, Dem.
Ralph Geary, Rep.

Third District, First Precinct
O. E. Dodson, Dem.
Mowbary Hadaway, Rep.

Third District, Second Precinct
Harvey B. Moore, Dem.
G. Ray Crow, Rep.

Fourth District, First Precince
Harvey G. Blyman, Dem.
Charles S. Smith, Rep.

Fourth District, N Precinct
Wm. T. Hicks, Dem.
M. W. Thomas, Rep.

Fourth District, Second Precinct
Wm. F. Malin, Dem.
John C. Davis, Rep.

Fifth District, First Precinct
Wilbur Gale, Dem.
Russell Sewell, Rep.

Fifth District, Second Precinct
Roy Jacquette, Dem.
J. Abner Bryden, Rep.

Sixth District
Archibald Ramage, Dem.
H. P. Jones, Rep.

Seventh District
W. R. Startt, Dem.
John E. Vickers, Rep.

By Order of Board,
H. CLAY BROWN, Prest.
C. FRANK CROW,
OLIN S. DAVIS,
Supervisors of Election.
Walter Frances, Clerk.

P. O. 9736 Ad 743B

A new principle in motor lubrication

Engineers solve an old problem with a new and different "STANDARD" MOTOR OIL



THE Standard Oil Company (New Jersey) has developed an oil which embodies an *entirely new principle* in motor lubrication.

"Standard" Motor Oil eliminates the possibility of dry spots on the cylinder walls—a failing which has always been present in even the best of the old type oils.

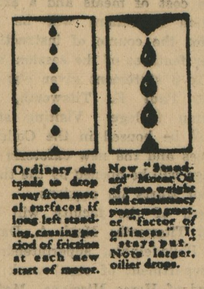
This irregular or spotty lubrication has baffled engineers ever since the perfection of the internal combustion engine. With many other motor oils, if the motor stands idle for a day or a week, there occurs the possibility of dry spots or a film too thin for complete protection. Even when the motor is running there are often areas where there is no *fluid* film of oil whatever. Then there occurs that grinding of metal on metal which results in scoring of the cylinder walls.

Because there is little or no seal between the piston and cylinder walls, gasoline is forced through into the crank case oil. Dilution results, with a consequent lessening of the lubricating value of the oil.

When this absence of a complete piston seal persists, there is resultant lack of power—the car doesn't climb hills well; it misbehaves at low speeds in high gear; the motor heats up; heavy deposits of carbon are formed; gasoline and oil consumption increases. The best of the old type oils could not correct this condition.

An oilier oil that will "stay put"

The problem was to find an oil that would cling to metal surfaces so thoroughly so as to abolish the areas of partial lubrication. It must not be an oil of too heavy a grade. It must be, in fact, an oil of greater *oilyness*. And that is exactly what "Standard" Motor Oil is.



Ordinary oil tends to drop away from metal surfaces if long left standing, causing period of friction at each new start of motor.

New "Standard" Motor Oil of same weight and consistency possesses greater "factor of oiliness." It stays put. Note larger, oilier drops.

For more than three years the Standard Oil chemists and engineers experimented with this new "Standard" Motor Oil which, if successful, would mean more to the motorist than any recent advance in the automotive industry.

The first tests proved that "Standard" Motor Oil would withstand a far heavier load before breaking down than any of the leading oils of the old type. This showed its *lubricating superiority*.

Power tests came next. It was found that the lower friction losses and the better piston seal caused a gain of 3% to 5% in power when motors were lubricated with "Standard" Motor Oil. In cases where motors were in poor condition, the increase in power often ran up to 10%.

Road tests on scores of cars showed startling improvements in hill-climbing ability when cars were lubricated with "Standard" Motor Oil. They showed gains in gasoline miles-per-gallon from 5% to 20%, depending upon the make and condition of the car.

Amazing results can be verified with your own car

It was found that motors ran cooler, there was less crank-case dilution, and carburetors could be adjusted for leaner mixtures.

These tests have covered more than three years' time and some of the results have run quite beyond the original expectations.

It may seem almost incredible that a *lubricating* oil can produce such improvements in car operation. But trying is believing, and many motorists report that they can actually "feel the difference" while driving. "Standard" Motor Oil is on sale now at "Standard" Service Stations and at dealers, in Medium, Heavy and Heavy X grades.

STANDARD OIL COMPANY (New Jersey)

You can actually feel the difference

ROAD TESTS

Ford

In a 609-mile road test on a Ford run from Sept. 24 to Oct. 22, 1925, the new "Standard" Motor Oil showed a substantial decrease in both oil and gas consumption.

12.8% increase in oil mileage
12.3% increase in gas mileage

And the driver could actually feel a difference in the operation of his car—improved pulling, snappier pickup, elimination of the drag which the motor had previously shown on hills and the removal of the carbon which had been in the motor when the new oil was put in.

Mack

Tested on the road from Sept. 24 to Oct. 22, 1925, for 3,779 miles in a big AC Mack Truck, the new "Standard" Motor Oil showed splendid results:

19.5% increase in oil mileage
20.5% increase in gas mileage
Less friction
Cooler motor
Increased power
Less motor drag

Other Mack motors tested for carbon deposit demonstrated that the new "Standard" Motor Oil removed existing carbon and deposited none itself.

See future advertisements for data on tests with other makes of cars and trucks

A Quarter a Quart

7 Advantages
found only in "Standard" Motor Oil

1 Constant lubrication-film on metal surfaces.
2 Frictionless operation, in a practical sense, even upon starting after idleness.
3 Less "breaking down" under load or at high speeds.
4 More miles per quart of oil and less crank case dilution.
5 Better hill climbing and smoother operation in high gear at low speeds.
6 Negligible carbon, clean motor and clean spark plugs.
7 Actual saving in gasoline, with or without carburetor adjustment.

CARBON

Remarkable demonstration when you drain out your oil

In addition to its other virtues, this new "Standard" Motor Oil is extremely effective in cleaning cylinder walls, piston heads and even spark plugs. Its black color after the *first* filling has been drawn off shows that it removes existing carbon. Drive 300 miles with the new oil—then drain your crank case. Having dislodged this objectionable material you will want to get rid of it.

Second filling procedure

Having filled up the second time with "Standard" Motor Oil it is unnecessary to refill oftener than every 500 miles or at your usual draining intervals. Needless to say, after the *second filling*, little or no carbon will form. If any deposit is made it can be easily removed.

"STANDARD" MOTOR OIL

Watch your child grow strong on SCOTT'S EMULSION

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