

DR. CHARLES RICHARD TWILLEY
Graduate of the Baltimore
College of Dental Surgery,

Having enlarged and otherwise added to the
services of my office on Main street, I am
prepared to perform operations in advanced
Dentistry in the most approved style.
EXTRACTING TEETH WITHOUT PAIN.
I will be at Rock Hall, every Thursday
and may be found at the residence of Mrs. A. S.
Casey, Office 115 Main street, With Dr. J. T. Twilley.

DR. C. P. GILPIN, DENTIST.
Chestertown Md.,
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operatively without pain.
Having enlarged my office and added many
new conveniences, I am able to offer my pa-
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treatment than in the past. Nov 8-11

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the center of the jobbing trade, and having
a large room on the first floor to handle pro-
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solicit a continuance of past favors, and from
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Yours respectfully,
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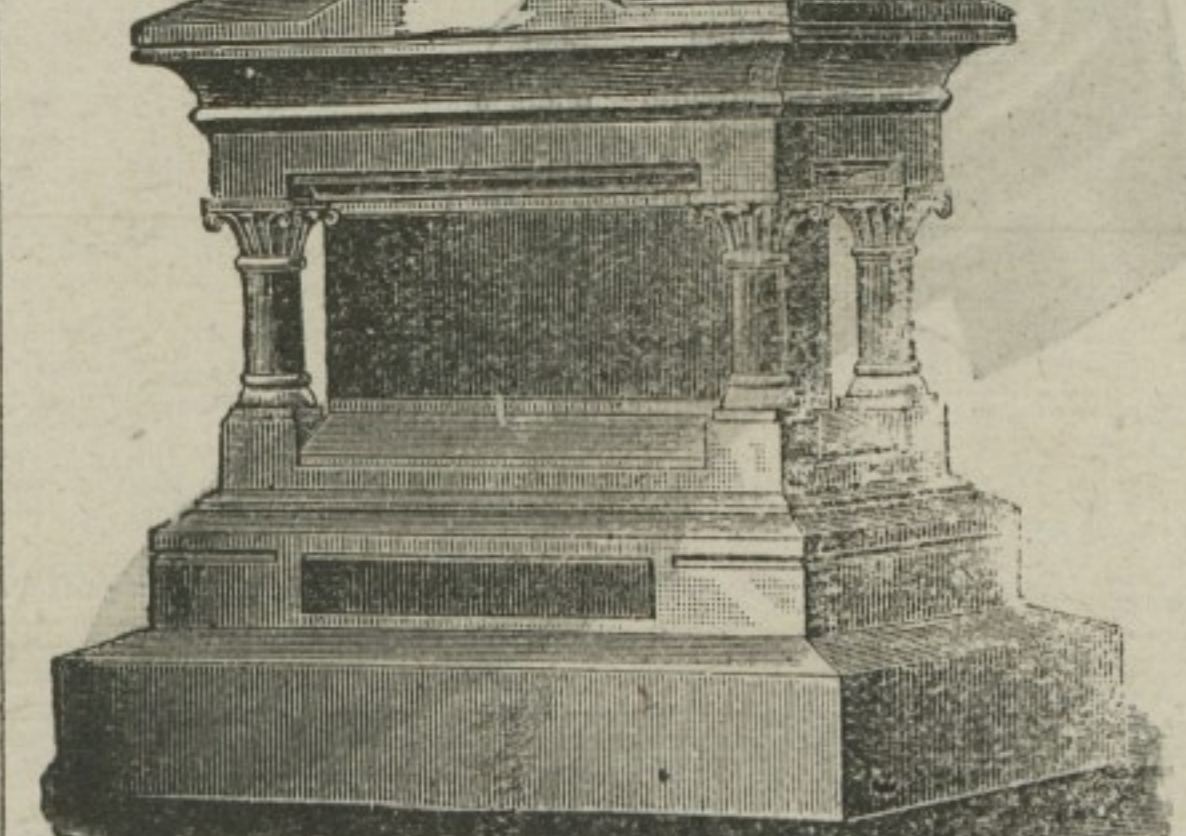
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Backed up by over a third of a century
of remarkable and uniform cures, a record
such as no other remedy for the diseases
and weaknesses peculiar to women ever
attained, the proprietors and makers of
Dr. Pierce's Favorite Prescription now feel
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Their financial responsibility is well
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of whom they have done business for over
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readily be seen how utterly foolish it would
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medicine than Dr. Pierce's Favorite Pres-
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saying goes, on such a proposition. But
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by this world-famed remedy ever placed to
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health again. Could not sit up all day. I noted
a great improvement before the first bottle
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that a woman is subject to; had inflammation
of ovaries, painful and suppressed periods, and
other symptoms of female disease. After taking
six bottles of 'Favorite Prescription,' I felt like
a new person. Can ride horseback and take all
kinds of exercise and not feel tired."
If you are led to the purchase of "Favor-
ite Prescription" because of its remarkable
cures, do not accept a substitute which has
none of these cures to its credit.
If you are looking for a perfect laxative
try Dr. Pierce's Pleasant Pellets.
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W. H. Krusen,
FUNERAL DIRECTOR.
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& Monuments.
Wagon Talk.



and now is the time
and our place is where
you can get your
wagons supplied. Our
Wagons are second to
none and have few
equals, and we want you to remember we
make our Wagons, and we know what they
are. We use nothing but first-class stock,
and we want you to call and examine them
and see their good points and get our prices.
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of every Wagon sold.

We have in stock 1, 2 and 3-
Horse Plow Trees.
50 and 60-Tooth Harrows,
with steel teeth and white oak frames.
We can take care of your REPAIR
WORK and give you prompt attention.

Horse Shoeing.
We still do it in the best man-
ner, and we think our patrons
are pleased. If you have had your horse
shod here, you have needed your best
friend's feet. Call and see us do your shoeing.

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We pay 3 1/2 per cent. in-
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A CONFESSION.

"You ask me how I gave my heart to Christ?
I do not know.
There came a yearning for Him in my soul
So long ago.
I found earth's flowers would fade and die—
I wept for something that could satisfy;
And then—and then—somehow I seemed to
dare
To lift my broken heart to Him in prayer.
I do not know—
I cannot tell you how;
I only know
He is my Saviour now.
You ask me when I gave my heart to Christ?
I cannot tell.
The day, or just the hour, I do not now
Remember well,
It must have been when I was all alone
The light of His forgiving spirit shone
Into my heart, so clouded o'er with sin;
I think—I think 'twas then I let Him in.
I do not know—
I cannot tell you when;
I only know
He is so dear since then.

You ask me where I gave my heart to Christ?
I cannot say.
That sacred place has faded from my sight
As yesterday.
Perhaps He thought it better I should not
Remember where. How I should love that
spot!
I think I could not tear myself away,
For I should want forever there to stay.
I do not know—
I cannot tell you where;
I only know
He came and blessed me there.
You ask me why I gave my heart to Christ?
I can reply:
It is a wondrous story; listen, while
I tell you why.
My heart was drawn, at length, to seek His
face.
I was alone, I had no resting-place;
I heard how He loved me, and with a love
Of depth so great—of height so far above
All human ken
I longed such love to share;
And sought it then,
Upon my knees in prayer.
You ask me why I thought this loving Christ
Would heed my prayer?
I knew He died upon the Cross for me—
I loved Him then!
I heard His dying cry, 'Father, forgive!'
I saw Him drink Death's cup that I might
live;
My head was bowed upon my breast in shame!
He called me—and in penitence I came.
He heard my prayer!
I cannot tell you how,
Nor when, nor where:
Only I love Him now.

SIZE OF THE CEDRIC.

Some Facts and Figures Which Give an
Idea of it.
Although the Cedric, the new White
Star liner, which arrived here from Liver-
pool recently on her maiden voyage, is
built on the lines of the Celtic of the
same and is styled a sister ship, she is
slightly larger, as a matter of fact. This
means that she is the largest ship that
has ever been laid down and launched.
The difference in size is not in the main
dimensions, but in structural change to
increase her passenger accommodations.
Such changes could be made in the size
and shape of the superstructure without
altering the hull in any particular. Her
gross tonnage is exactly 21,000 tons, or
120 tons greater than that of the Celtic.
This is a comparatively insignificant dif-
ference in such a large vessel, but 100
years ago that difference would have
made what would have been considered
a fair-size sea-going vessel. The ship
in which Henry Hudson entered New
York bay in 1609 was of less tonnage than
that difference.

Some idea of her main dimensions may
be obtained from comparison with a few
familiar objects. Her length is seven hun-
dred feet. If set down in Broadway,
with her stern at the south corner of the
Astor House, she would extend as far as
the Commercial Cable Building, at Mur-
ray street. As her hull is 46 1-3 feet in
depth, the top of her hull would practi-
cally be on a level with the top of the
Astor House. She has in all nine decks
A fall from her deck into the hold would
hurt as much as from the roof
of the Astor House. The captain, as he
stood on the bridge, could easily step in-
to the window of the ninth story of the
St. Paul Building. The top of her
smokestacks are 131 feet above her keel;
therefore no one below the thirteenth
story would be at all troubled with the
smoke pouring from their tops. Owing
to her width, 75 feet, if she were actually
set down in Broadway, she would widen
the street without expense to the city by
crushing in the front of the buildings.
Two such buildings as the Park Row
Building, exclusive of the towers, could
be laid end to end on her main deck and
leave a spacious site for a dwelling
house. A trolley car could easily pass
down the throats of her stacks, for they
are 14 feet 3 inches by 11 feet.

No adequate idea of her massiveness
can be obtained, however, until her car-
rying capacity is taken into considera-
tion. She has a deadweight capacity of
18,400 tons. To carry this amount of
freight 100 years ago would have required
46 of the largest vessels then built.
She will not carry so much cargo as this,
however, until the new 40-foot Ambrose
channel is completed, as she would draw
36 feet if loaded to her capacity. At
present no vessel drawing more than 31
feet can be certain of clearing Sandy
Hook bar. She could not carry 18,400
tons of freight under any circumstances,
however. From this must be deducted
2,400 tons for steaming coal. This leaves
a freight capacity of 16,000 tons—not a
small quantity of goods for one ship-
ment. If this space were taken up with
a cargo of wheat, it would mean 80 barge
loads, or 640,000 bushels. As a railroad

car has a capacity of 1000 bushels it
would require a train of 640 cars to move
this load. If the length of each of
these cars was 20 feet, the total num-
ber would make a train two and a half miles
long. If, instead of wheat, barrels of
flour were stored in her holds, she
would be able to carry 153,318 barrels.
It would require a train of 766 cars to
transport this to the seaboard. Such a
train would cover three miles of track.
As it is estimated that a barrel of flour
will suffice for a year for an adult, the
flour which the Cedric could carry would
feed a city three-quarters of the size of
Rochester for about a year. The Cedric
has a refrigerator space of 400 tons. She
has sleeping accommodations for 2935
persons—850 first class, 250 second class,
and 2000 third class, and a crew of 335
men. The launching weight of the
great ship was 14,257 tons. Many of
her shell plates weighed as much as three
tons, and some bigger pieces, such as the
stern post, weighed 50 tons. Her gross
tonnage is greater than that of the Great
Eastern by 3085 tons.

The American Way.

Mr. Bowen has a way of assuming that
others agree with him, that often gains
him his point.
A staff photographer for a well-
known journal sought audience with the
Minister to Venezuela at the hour in
Washington when several Ambassadors
were to be in consultation with him on
the question of preferential rights. The
man wanted the photograph of all these
distinguished persons sitting together.
Foreign diplomats usually object to the
American way of photographing impor-
tant persons at important moments.
This the photographer knew, and when
Mr. Bowen told him to come right in
and prepare his camera near the table and
await the gathering of the men, the
photographer hesitated, fearing to make
an unpleasant scene. "Do as I tell you,"
said Mr. Bowen, "and you will get the
picture. Have everything ready for the
final snap."
When Ambassador Herbert and Baron
von Sternberg had made the distinguished
party complete, the Minister to Venezuela
said as he waived his hand toward the
camera: this gentleman has asked to
take a photograph of us. I told him
that I had no objection to his doing so,
and I assumed that you would not have
any, either."

Why He Wept.

It was a cold day, and when a mes-
senger boy with a dispatch for the head
of the firm came into the store, leaving
the street door open behind him, there
were angry growls from the clerks, who
shivered in the draught.
"Say, kid were you brought up in a
stable, that you don't know enough to
close a door after you?" howled the
book-keeper, a dyspeptic, irritable chap.
The little messenger, apparently hurt
to the quick, began to cry bitterly. A
kind-hearted clerk went over to him and
patted him on the shoulder.
"There, my boy," he said, soothingly,
"don't take it like that. He didn't mean
it. Of course, you weren't brought up
in a stable."
"Well, that's just it," whimpered
the boy, wiping the tears from his eyes with
the cuff of his coat sleeve; "I—I was
brought up in a stable. I had some
donkeys in the stalls there and—and,"
indicating the bookkeeper with a jerk of
his thumb, "every time I see an ass now
it makes me feel homesick." New York
Times.

Webster and the Highwayman.

In the ante-railroad time, Daniel Web-
ster once rode by night from Baltimore
to Washington. Having no other com-
panion, the great statesman, it is said,
contemplated the face of the holder of
the "ribbons," which had a very forbid-
ding aspect, with much uneasiness.
Ashamed of his suspicious fears, he had
nearly reasoned them away, when the
men came to the dark woods be-
tween Bladensburg and Washington,
where he felt his courage oozing out of
his fingers' ends as he thought what a
fitting place it was for murder. Suddenly
the driver turned toward him and gruffly
demanded his name. It was given.
"To Washington; I am a
Senator," said Webster, thinking his
worst fears were about to be confirmed.
Grasping him at once by the hand, the
driver exclaimed: "How glad I am,
Mister to hear that! I felt sure you
were a highwayman!"

A Tractable Memory

"I see you don't remember me, sir."
"No, sir; I don't."
"I am Binks. I owe you \$50."
"Ah! Now that you mention the
sum, I remember you perfectly."
Detroit Free Press.

A Farmer Straightened Out.

"A man living on a farm near here
came in a short time ago com-
pletely doubled up with rheumatism.
I handed him a bottle of Chamberlain's
Pain Balm and told him to use it freely
and if not satisfied after using it he need
not pay a cent for it," says C. P. Bayder,
of Pattens Mills, N. Y. "A few days
later he walked into the store as straight
as a string and handed me a dollar saying,
'Give me another bottle of Chamberlain's
Pain Balm. I want it in the house all
the time for it cured me.'" For sale by
M. A. Toulson, Chestertown, Md.

THE
Carpets and Mattings

that we carry are of exceedingly good
value, but we do not keep them long in
stock, for the people are continually buy-
ing them. Come in and see the new

JAPANESE AND
CHINESE MATTINGS.
They are beautiful in design and coloring.
Prices run from 9c. to 25c. per yard. Even
the lowest priced have special merit.

WE have for years carried the largest stock of
WALL PAPERS in the county, but former
stocks would look small beside this year's line. It
is an uncommon stock other than in size. It con-
tains everything that is new, novel and attractive.

WE handle everything for painters' use. Ready
Mixed Paints, Colors, Oils, Varnishes, Brushes,
Etc., Etc.

Carpets, Mattings, Pictures and Picture-Frames, Win-
dow Curtains, Portieres, Lace Curtains, Blankets and Com-
forts, Mirrors, Lamps, Etc., Etc., Etc.

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BRL OW OLD BANK. CHESTERTOWN, MD.

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The Evans Steel Frame CORN PLANTER

With low-down Check Rower, is a full combination Planter, and
can be used as a drill or a check-rower planter by only changing the
plates. It is the simplest and surest device ever put on the
market. The dropping of corn with this planter is certain and
guaranteed not to skip a hill. An excellent Fertilizer Distribu-
tor is furnished with this planter. Call and see its many nice
features.

Genuine Oliver Chilled Plows
AND CASTINGS.

The best known plows to the ag-
ricultural world. Only the plows
and castings bearing the Oliver
trade-mark are genuine. Beware
of bogus Oliver Plows and castings. I am the only authorized
agent in this town for the sale of Genuine Oliver Chilled Plows
and Castings. Also castings for South Bend, Ohio, Imperial and
Syracuse Plows.

THE FAR-FAMED FRICK ENGINES AND THRESHERS.
Either with or without wind stackers. We carry a large stock of
READY-MADE HARNESS,
and sell at smallest margins. I also make a specialty of \$10.00 Harness. Collars, Bridles,
Hames, Traces, Strap Work and all furnishings used on the farm. Disc Harrows and Land
Rollers.

LIME! LIME! LIME!
I am agent for the celebrated LeGORE LIME. The large sales for this lime have
proved it to be just what the soil needs for plant food.

SEED POTATOES! SEED POTATOES!
I have a fine line of Seed Potatoes from the most reliable house in Philadelphia.
Houlton Rose, Northern Beauty of Hebron, White Star and Burbank. Also a large stock of
Johnson & Stok's Garden Seeds, including all varieties for gardens. All the varieties of
Tomatoes for those who plant for canneries. Guaranteed fresh and true to name.

VICTOR SPRAYER.
I have also the Victor Sprayer complete in itself for spraying Trees, Bushes, Potatoes,
and all Shrubby, Washing Carriages and Windows of houses. Nothing equal to it. Simply
charge sprayer with condensed air as you would a bicycle wheel, the sprayer does the work
and blows a fine spray or solid stream as you wish. Call and see them.

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A Fence that you can fully depend on to turn all kind of stock under all conditions

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to show the best and cheapest line we have ever had, to the
public. We carry a large line of Ladies' and Children's Ready-
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Everything needed for Trimming Best Hats. Ladies' and Chil-
dren's walking and Ready-to-Wear Hats in abundance; also
Children's Caps, Sacks and Hoods. Don't forget we trim Hats
free of charge.

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We carry the largest line of Waists and Skirts in town.
Top Skirts from 50c. up; Under Skirts from 25c. up. Wrappers
always on hand, with prices to suit.

Ladies' and Gents' Furnishing
We carry a well-selected and well-bought line of Ladies' and
Gents' Furnishings and Fancy Goods

UNDERWEAR—This is the place to buy your Heavy
Underwear. We can give you a perfect fit, from the smallest
child to the largest man, and prices way down to the bottom.

BOOTS AND SHOES:
Now for the last, but not the least. Our Boots and Shoes are as well selected a line as we
carry. We devote considerable time to this department. We think we are prepared to give
as good values as are obtainable for the money. Our Rubber Goods are complete, from be-
ginning to end. Come early and examine our entire line before buying elsewhere.
We are sincerely yours for business.

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