The Transcript.

R. H. COLLINS, T. D. BOWERS
EDITORS.

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SATURDAY, MARCH 7, 1908.

WE ARE informed that Col. Wm. J. Vannort will be the district delegate north of the Choptank to the Republican National Convention in June.

NEXT WEEK we shall publish extracts from the report of Road Engineer Uhler of Caroline to the Md. Geological Survey and also the report of the last grand jury of that county bearing upon the present system. They will prove interesting to the tax-payers of this county and to our representatives in the Legislature.

MR. THOMAS J. WILLIS has been appointed a member from Kent on the select committee selected from prominent men all over the State to further the interests of the candidacy of Hon. Wm. Jennings Bryan for the presidency. Mr. Willis has always been an ardent admirer of the great Commoner, and the TRANSCRIPT admires his good taste.

AN EFFORT is being made to repeal the law preventing the killing of a fox before the hounds, which was passed during the session of 1906. The fox hunters of the county generally are opposed to the repeal of this law which they regard as a just and humane law, and a largely signed petition has been sent to our representatives in the legislature protesting against the repeal of the law.

A TRAVELING SALESMAN in a double team, with driver, started for a 20-mile drive over Kent roads one morning this week. *He was from 8 o'clock in the morning until 2 o'clock in the afternoon making the trip.* When it takes that long to travel 20 miles over the roads in March, there is a good deal of reason to complain about roads. How's that, Joe? Don't that beat the trip from Chestertown to Betterton taken by the other fellow last week?

MR. GEORGE W. COVINGTON, of Still Pond, has been elected a delegate to the national convention of the Prohibition party which meets in Columbus next July. Mr. Covington is one of the most ardent advocates of the temperance cause in the state, and he has frequently been honored by the party which he so loyally represents. The tenor of the speeches at the convention held in Baltimore on Feb. 22, was that the next president of the United States will be a Prohibitionist.

GOOD ROADS mean an increase in land values. What tax-payer and land owner in Kent would not favor the adoption of the Caroline road law for Kent, if it produces better roads, as reliable residents of that county have stated through the TRANSCRIPT, and if the last grand jury of the county in its report commended highly the system now used in that county? Our representatives in the Legislature are land-owners and tax-payers. Surely they are willing to see the value of their lands enhanced through a system of good roads.

KILL THESE BILLS.

The tax-payers of this county are vitally opposed to the passage of the Good Roads Bills advocated by Governor Crothers, which provides for the bonding of the State for $5,000,000 for so many years, and which provides also for the appointment by the Governor of a high salaried commission of seven men who are supposed to have supervision over the construction of the State highways. The passage of such a bill will not only increase the State tax rate from 16 to 24 cents on the $100, but it will create a greater political machine in this State than even the late Senator Gorman or I. Freeman Rasin ever dreamed of. Such a law would be of little or no value to any of the counties in the State. The Shoemaker law has been on the statute books for some years, and its provisions have been so expensive that the counties have been unable to avail themselves of them, and the provisions of the proposed bill which is favored by Gov. Crothers are similar. Under such a law only a particular piece of road in any one county could be benefited and that only the State road leading from the county seat to an adjoining state. What is the use of making the people of the counties and State pay more taxes and have no better roads? Kent county has a surfeit of such methods now, and is asking its representatives in the Legislature for relief. They will never get it with such a law as Gov. Crothers favors, and if such a bill is passed, creating a high salaried commission, appointed by the Governor, who will have the power to spend $5,000,000 of the people's money for no other purpose than to create a powerful political machine, the people of the State will criticise Gov. Crothers very properly, and will scourge the Democratic party when opportunity is presented. **The people should put a stop to such legislation.**

PROPOSED ROAD LAW.

It's Provisions And Benefits Stated in Concise Form.

A great many people of the county have asked us to state concisely the provisions of the proposed road law, as well as the benefits that will accrue to the taxpayers of the county by its enactment into a law. Concisely stated the provisions of the law are as follows:

1. The placing of the management of the county roads upon a strictly business basis by the appointment of a skilled Road Engineer, at a salary of $1500, who must have had at least three years experience as a road engineer, and who will have direct supervision and control of every man who works the roads, as well as the machinery and material to be used.

2. The appointment by the Road Engineer of one supervisor for each election district in the county, who in turn will have the power to employ the labor to work the roads, at a sum not exceeding $1.00 per day for a day's work.

3. The absolute accountability of all supervisors and road workers to the Road Engineer, who is required to make monthly statements to the Board of County Commissioners of all money expended and the character of work done upon roads and bridges.

4. The supervision of the entire system of county roads by the Road Engineer, who is responsible to the County Commissioners for the faithful performance of his contract.

5. The levying of a fixed sum every year by the Board of County Commissioners instead of an unlimited amount, as at present. The sum to be levied by the commissioners shall not be less than 20 per cent. of the taxable basis of the county.

6. The inability to remove the Road Engineer except for sufficient cause. This removes the engineer from the influence of politics.

THE BENEFITS OF THE LAW.

The following are the benefits of the law to the tax-payers and people generally, as we see them.

1. *The law takes the roads out of politics.*

One of the greatest political levers in this county is the system of "working the county roads." We do not mean to say that there are no conscientious road workers. There are. But no man who knows political conditions in this county today will dare say that many men are not employed to work the roads, incapable to do any other kind of work, and incapable to work the roads intelligently, for the purpose of holding these men in line for the county primaries, or an election. It is usually this class of men who bring the biggest bills to the county commissioners for the least amount of work, and it is this class of workers and voters who work the taxpayers pockets instead of the county roads that the proposed bill is designed to reach. Every tax-payer and business man in this county knows that his money is being squandered on the county roads every year, whether you can ride from Chestertown to Betterton in one hour and a half in February *over frozen roads* or not, and the amount of money spent is growing larger every year. Place the working of the roads upon a business basis, by placing their supervision in the hands of a competent person, whose business it will be to examine the work done and determine whether a man has earned his money, and we shall not have so many unwarranted bills going to the commissioners office.

2. *It curtails the working force and makes efficiency count for more than numbers.*

Under the present system we are unable to say how many supervisors are appointed in each district, certainly more than one. The proposed law provides for the appointment of one supervisor for each district, who will be selected by the Road Engineer on account of his fitness, and who will be paid a salary to be determined by the Road Engineer. The supervisor will be directly responsible to the engineer to whom he will be required to make a daily statement of the amount of work done each day in his district, and the amount of money expended for that work. That's business, and insures an economic administration of the road work. The district supervisor is to be allowed to employ as many men as he deems necessary for the proper working of the roads at $1 per day, which workers are to account to the district supervisors for their work, so that when a man goes before the county commissioners with his bill it is O. K. by the supervisor and the Road Engineer or it is not paid. This will prevent so many large bills finding their way in the county commissioners office.

3. *It means lower taxes.*

The county commissioners are compelled under the proposed law to levy a fixed sum for roads and bridges just as they do now for court and election expenses. They cannot levy less than 20 per cent. of the total amount of property in the county, and as we are sure the county commissioners are as anxious as any one else to keep down the taxes, they would not levy a sum greater than the Road Engineer estimates is absolutely necessary for repairing the roads each year. Under the present system $30,000 has been spent on the roads, and the amount has sometimes reached $35,000. This is not the fault of the commissioners. It is the fault of a pernicious system which has been allowed to grow and thrive in our body politics because of custom. This custom can be and should be broken up by the commissioners levying a fixed sum for roads, and when that amount is expended no more money is forthcoming. No business man doubts that upon a purely business basis our roads can be kept in far better condition for $20,000 than they are at $30,000 or $35,000 today. If $20,000 and no more should be spent, there is a saving to the county of from $10,000 to $15,000 every year. The taxable basis of the county is about $8,500,000. $10,000 is a saving of nearly 12 CENTS ON THE $100 to the tax-payers of the county and if the proposed law were passed and became effective July 1, 1908, as it provides, the heavy tax rate would be lessened by 12 cents, and our roads would be put in far better condition.

What tax-payer in the county regardless of political affiliations is not anxious to see the tax rate reduced? We believe that every tax-payer in this county is favorable to this bill, because we believe that they feel that even if it does not reduce the amount of money spent on the roads one cent, if their supervision is put upon a business basis, we shall have far better roads than we have now. We submit the interest of our tax-payers to our representatives in the Legislature, and we ask them not to listen to the appeal of the politician, but do something for the good of the people whose money is being wasted every year.

THESE FAVOR THE LAW.

The TRANSCRIPT contained some very interesting and pointed letters in favor of the proposed Road law for Kent last week, all of which attest the interest of the tax-payers of the county in this important matter, and evidences their desire to have the method of county road working improved. Here is more testimony this week:

EDITORS TRANSCRIPT, CHESTERTOWN, MD.—MY DEAR SIRS: After having carefully read the Caroline Road Law, implied its merits and talked with those conversant with the subject, I can only think that it would be equally as efficacious in Kent. A drive from Betterton to Chestertown now, or at any other time during the winter, fully demonstrates the advisability of a change in the present *modus operandi*. We not only want *better roads* but we also want to know *where the money is expended*, and I confidently believe that a fair trial of this proposed road law will readily demonstrate that we *can* have good roads and at a *far less cost*. Having spent quite a little time in the north on different occasions, both winter and summer, and finding travel quite as pleasant in December as in August, the realization that something should be done comes even more forcibly. We cannot have them *macadamized boulevards* but we should have driveways equal to those in their *rural districts*, which, for the most part, is *natural earth*, rounded high in the middle and well drained. And another point of by no means minor consideration, our properties would be greatly increased in value. So often we hear the wealthy city folks talk of the deplorable condition of our roads in winter, spring and fall. It is no question if we could offer them better highways but that it would be an inducement for a larger outlay of money in handsome country seats in our midst. May the time be not far distant when our people of Kent shall appreciate the need of better roads and not falter until the consummation of their efforts shall have been realized.

Yours, with deep interest,
L. HARRIS CREWE.

Mr. Wm. Steel, of Galena in discussing the law on Tuesday said:—I am in favor of lower taxes and better roads, and the sooner we arrive at a business-like method of working the roads the lower our taxes will be. I believe the proposed law would work well in Kent.

Col. Wm. J. Vannort said:—We will never have better roads in Kent county until they are divorced from politics. Any method of working the roads would be better than what we have now, and if the proposed law is working with satisfaction in Caroline and producing better roads, I do not see why it would not work well in Kent. It could not be any worse than what we have now.

Mr. James T. DeCorse, Supervisor of Election, said:—I believe the proposed law would work a great change for the better in our roads, and numbers of farmers out my way are favorable to the law. Politics cuts such a figure in road working now adays, that the tax-payers' money is being used unnecessarily without any returns, and it is getting worse every year. I want to see something done to improve the method of working the roads and I believe the proposed law will make a great change for the better.

Galena, Feb. 29th, 1908.

Our roads have been and are in a fearful condition especially the public road from Georgetown to Lambson Station and from reports all the public roads in the district are in very bad condition. It seems the more money spent on them the worse they get. The road law of Caroline county seems to work well, they having good roads at a less expense than formerly, why cannot we in Kent county have a law something like the Caroline county law and pay the men who labor on them more wages, say $1.25 per day. Under a competent engineer this would be cheaper to the tax-payers than now at one dollar a day under some one of no experience in road making, as we now have them. Our legislators from Kent are both farmers and practical men and know the value of good roads, we think they would be anxious to have a good road law for the county and lessen the tax-payers' burdens too. From the amount of money spent on the public roads of our county for several years back, if it was spent under a competent head, we should have as good roads as any part of the State. But it seems the more money that is now spent on the roads the worse they get. The *hue and cry* now all over the State is for good roads. By all means we ought to take advantage of it.

TAX-PAYER, FIRST DISTRICT.

Among the tax-payers of the county who have visited the TRANSCRIPT office recently or who have spoken very favorably of the Caroline County Road Law, and desire to see it passed and become a law for Kent are the following: James W. Chapman, Wm E. Jarrell, Wm. T. Crow, Wm. T. Nicholson, Maxwell Price, Jesse R. Copper, J. Biddle Hossinger, George D. Lofland, George B. McWhorter, George W. McWhorter, Robt. J. McWhorter, Harry R. Graham, George Hudson, Walter H. Haddaway, W. Fletcher Melvin, Wm. H. Bonwell, Richard B. Willson, Samuel Burgess, J. Elwood Morris, A. S. Turner, Walter T. Morris, Wm. J. Tarbutton, Edward Robinson, Thomas G. Wroth, W. Bradford Copper, Harrison W. Vickers, Jr., Garrett Foxwell, Anthony H. Johnson, John F. Howard, Philip Myers, County Commissioner Harry Davis, Hope H. Barroll, Thomas J. Davis, Charles Crew, Police Justice Samuel Hicks, John Bartley, Wm. R. Aldridge, Edgar P. Beck, Robert G. Nicholson, Samuel G. Lee, Harry Hodgkin, James Dunbracco, D. Arthur Bacchus, Harry B. Nicholson, Wm. D. Maslin, James T. DeCorse, Wm. Steele, Ellsworth C. Bowers, James S. Bradley, Alday Clements, Edward W. Hepburn, Dr. W. O. Selby, T. Benj. Durding, R. S. Crew, ex-Sheriff James A. Casey, Henry Parr, Samuel J. Wickes.

We have made no especial effort to secure the above list, which is one of the most representative in the county, regardless of party, and represents more than $1,000,000 worth of the property in the county. It shows that the people are aroused to the necessity of doing something to improve road conditions and lower taxes, and we hope our representatives will heed it.

Rock Hall, Md., March 3rd, 1908.

MESSRS. EDITORS:—I notice with much satisfaction that a Kent county road bill is to be brought before the legislature. I read with interest the Caroline county road law published in a recent issue of the TRANSCRIPT, and I think it a most excellent one. I heartily approve of its method. As I spend the major part of my time on the roads of Kent county, I have occasion to know something of their deplorable condition. At times they are in many places almost impassable, it amounting to torture to man and beast, when at their worst, to have to travel on them. It is almost impossible many times for our mail carriers to do their duty, and it takes me the greater part of the day to make a round of calls that should be made in a few hours. Considering the amount of money spent on them, I do not see why we should have to contend with such roads. Surely something could and should be done to better their condition. I do not think too much can be said in favor of the Caroline county road law, and do not see how any tax-payer of Kent county could do other than approve of it. I think it is the very thing for Kent county, and I sincerely hope the bill to be brought before the legislature will be passed and soon carried out to the letter. Should this be the case, of one thing I feel certain, we will have better roads at much less expense, which means a great deal to the travelers on the roads, and the tax-payers of Kent county.

Yours very truly,
WALTER O. SELBY, M. D.

Dr. Jarman on Tuberculosis.

State Veterinarian G. Allen Jarman is the author of the following very interesting letter on the subject of tuberculosis, which appeared in Monday's Baltimore City News.

To the Editor of The News:—

A number of bills have been introduced at this session of our Legislature for the protection of the public from tuberculosis. Some of these bills directly aim to lessen the danger of infection from a bovine source. Under this head would come the meat and milk inspection bill, the bill to prohibit dairy cows or meat cattle for breeding purposes coming into this State from other States without a tuberculin test, and the bill calling for the pasteurization by creameries of all skim milk before it is distributed to their patrons.

These are all worthy measures, and are offered for the protection of the public health; therefore, for the public to get an intelligent understanding of the value of such protective measures it should be made acquainted with some of the dangers from this source of infection. Investigations and conclusions drawn by eminent authorities are usually published in pamphlet form or in journals devoted to the profession of medicine, and are usually read and discussed by those members of the profession interested in such subjects. To get the public interested in certain measures and subjects requires a campaign of education and discussion in the public press, a medium that reaches all classes of society. A thorough understanding of existing conditions by the public would be followed by a demand that a remedy be found for such conditions. This demand by the public would be the means, or should be the means, of stimulating progress and up-to-date vendors of dairy products to make efforts to meet the demands and requirements of the public.

An extract drawn from the conclusions of the Royal Commission on Human and Animal Tuberculosis, in its second interim report, and signed by such authorities as Sir Michael Foster, Prof. G. Sim Woodhead, Prof. Sidney Martin, Sir John McFadyean and Prof. Rubert Boyce, may be of interest, and is as follows:

There can be no doubt but that in a certain number of cases the tuberculosis occurring in the human subject, especially in children, is the direct result of the introduction to the human body of the bacillus of bovine tuberculosis; and there also can be no doubt that in the majority, at least, of these cases the bacillus is introduced through cow's milk. Cow's milk containing bovine tubercle bacilli is clearly a cause of tuberculosis and of fatal tuberculosis in man.

A very considerable amount of disease and loss of life, especially among the young, must be attributed to the consumption of cows' milk containing tubercle bacilli. The presence of tubercle bacilli in cows' milk can be detected, though with some difficulty, if the proper means be adopted, and such ought never be used as food. There is far less difficulty in recognizing clinically that a cow is distinctly suffering from tuberculosis, in which case she may be yielding tuberculosis milk. The milk coming from such a cow ought not to form a part of human food, and indeed ought not to be used as food at all.

These facts indicate that a very large proportion of tuberculosis contracted by ingestion is due to turbercle bacilli of bovine source. Our results clearly point to the necessity of measures more stringent than those at present enforced being taken to prevent the sale or consumption of such milk.

G. ALLEN JARMAN,
Chief Veterinary Inspector.
Baltimore, Feb. 27.

Fire at Tampa.—A destructive fire occurred at Tampa, Florida, last Sunday morning, when the entire northeast section of the city was destroyed, causing a loss of over $600,000. One person was killed, and a corpse ready for burial was cremated. It is at Tampa, Florida, that Mr. and Mrs. James Brice, of Chestertown, and Mr. and Mrs. Richard Lockwood, of Georgetown, have been spending the winter. Their hotel was in a different part of the city, and they were at no time endangered by the flames. We are indebted to Mr. Brice for a copy of a paper containing a full account of the fire.

NOTICE TO WATER USERS.

All water consumers are hereby notified that a high pressure test will be made on the mains on NEXT TUESDAY, March 11th, from 2 to 4 P. M. Conditions will be much more favorable for getting up the high pressure and maintaining it if all consumers will draw as little water as possible during the period mentioned. Consumers may draw in some receptacles before 2 P. M., such water as it is necessary for them to use during the two hours. All factories or other places having steam boilers that cannot have the water shut off for two hours can continue to use water as usual. The pressure will not be so high that it should cause any damage or leaks in the pipes or plumbing fixtures inside of houses or other buildings, but all consumers are advised to be on the watch for leaks on the inside plumbing and be prepared to turn off the water from their buildings in case a leak develops by closing the valve on the service pipe just inside of the cellar wall or by closing the valve on the service pipe on the sidewalk.

SPECIAL COMMITTEE,
Upon advice of Alfred M. Quick,
Consulting Engineer.

The Chestertown Water Company desire to notify the authorities and private users of water that the company will not be responsible for any damage done to private pipes and fixtures.

We are willing for any *fair* test to be made and for this to be done in the fullest and most satisfactory manner and look to the wise direction of Engineer Quick to superintend it aright.

FRED. G. USILTON, President.

TRUSTEES' SALE
—OF VALUABLE—
PERSONAL PROPERTY.

UNDER and by virtue of a Deed of Trust duly executed and acknowledged by George W. Carter, Jr., naming the undersigned as trustees, the said Deed of Trust bearing date the fourth day of February, A. D., 1908, and recorded in Liber J. T. D., No. 2, folio 509, etc., a Deed Record Book for Kent county, Maryland, the undersigned as trustees will sell at public sale the following personal property, on farm where said George W. Carter, Jr., resides, said farm known as Copper Farm, and situated about one mile from Worton Station, near Betterton, Kent county, on

THURSDAY, April 2nd, 1908,

beginning at 11 o'clock A. M.

7 HEAD OF HORSES,

One Black Mare, two Brown Mares, two Gray Mares, one Bay Horse, one Gray Horse.

Three Cows, 6 Hogs, 2 Farm Wagons,

One Wagon, 1 Wheat Drill, 3 Plows, 1 Drag, 1 Spring Tooth Harrow, 1 Buggy Cultivator, 3 Walking Cultivators, 1 Roller, 1 Dearborn, 1 Corn Planter, 2 Carriages, single and double; 2 sets of Wagon Harness, 7 sets Plow Harness, set Single Harness, 1 set Double Harness, lot of Collars, Bridles, Spades, Brambles, Forks, Axes, Rakes and all small implements found on farm where said Carter resides.

Together with tenant's interest in wheat crop seeded on about fifty acres of land, said interest being a one-half interest.

TERMS OF SALE:—All sums of Ten Dollars and under, cash; on any of sale over that amount a credit of four months with note endorsed agreeable to undersigned, said note to bear interest from day of sale and payable in bank.

JAMES T. EARLE,
J. H. C. LEGG,
C. H. HURLOCK, Auctioneer. Trustees.

WALTER W. NEEDLES,
Paper Hanger
AND PAINTER
—DEALER IN—
Wall Paper, Paints, Oils,
Brushes, Etc.

Our Wall Papers represent the latest styles and coloring of the leading factories, making it an easy matter to select for one room or the whole house, as the paper and prices point the way. Give us a word about your papering and painting and we will save you money on it.

Respectfully,
W. W. Needles,
CHESTERTOWN, - - MARYLAND.

H. S. JEWELL,
—DEALER IN—
GRAIN, COAL and LIME,
LYNCH'S, MD.

Cedar Hollow, McCoy, Wrightsville and Barrick's
LAND LIME.
Ground Lime for drilling purposes.

WHITE ASH STOVE AOD NUT COAL.

H. S. JEWELL,
feb.8-y. LYNCH'S, Md.

CAUTION.

The public are warned from crossing or traveling over Big Cypress Bridge, First District, either with traction engine or heavily loaded wagons, until further notice.

By order of
A. C. LOUD, PRES'T;
C. B. DUDLEY,
JOHN E. MORRIS,
HARRY DAVIS,
WILLIAM WAGNER.
C. L. DODD Clerk. f22-tf.

NEW MEAT MARKET
And Feed Store.

M. J. Lewis & Son have opened a new meat market and Feed Store on Cross street in the Levine store room, where they will be glad to see their many friends. Fifteen years experience. Prompt service. Telephone call. o5-1y

Subscription to the Transcript $1.00 per annum.

Owens & Co.'s
—GREAT—
Picture Sale

We have on hand a pretty line of mounted and framed Pictures suitable for parlor, dining-room, bedroom or hall, which we will offer at a

Sacrifice Price!

during the coming week

Large $2.00 Gilt Frame Pearl Picture for	$1.65
Assorted line large $2 Gilt Frame Pictures at	1.59
Large Dining and Sitting Room Pictures, worth $1, at	.75
Natural Wood Framed Picture, 75c, reduced to	.60
50c Natural Wood Framed Picture reduced to	.40
Last two numbers very suitable for hall.	
30c Cupid Picture, different designs, at	.25
All our 25c Pictures, various kinds, at	.19
10 Cent Mounted and Framed Pictures at	.7½

YOUR
Opportunity
to purchase Japanese Decorated China.

Any person looking for a Wedding or Birthday Gift can easily choose a beautiful piece of hand-painted Japanese Hand-Painted China at our store ranging in price from 25c to $3.00 at a

25 per Ct.
REDUCTION.

Next week only we will allow 25 per cent. off on any cash purchase of this goods.

Respectfully,
OWENS & CO.,
BETTERTON, MD.

At Abe Cohen's
BARGAIN HOUSE

After taking stock, we have found many odds and ends, and have resolved to sell them

At HALF PRICE

$5.00 Double Robes go at	$3.49
$1.25 Blankets go at	79c
$3.00 Comforts go at	2.25
12½c Flannel go at	8c
30c Red Table Linens go at	19c
Men's Best Dickey's Pants go at	1.00
$3.00 Men's Oyster Boots go at	2.49

For Wednesday

We will still continue our Wednesday Sales with the following:

75c All Wool Carpet go at	39c
40c Carpet go at	25c
35c Rag Carpet go at	22½c
15c Step Carpet go at	9c
25c Floor Oil Cloth go at	19c
$1.25 Men's Duck Coats go at	79c
50c Men's Heavy Undershirts go at	29c
50c Ladies' Union Suits go at	29c
Every Shoe in the store reduced 25 per cent.	
We will sell a $50 Sewing Machine for	$19.00
$6.00 All Wool Double Shawl go at	3.75
$1.25 Mendels Wrappers go at	89c
$2.50 Ladies' Top Dress Skirts go at	1.25
35c Men's Pants Goods go at	19c
60c Boy's Corduroy Pants go at	35c

Here is an Attraction
FOR ALL
On Wednesday We Sell

Levering's Loose Coffee go at	10c
One 25c four-string Broom go at	19c
5c bar Magic Cleaner Soap go at	3c
5c bar Lennox Soap go at	3½c
Sea Gull Baking Powder go at	3c
One gal Porto Rico Molasses go at	29c
One Package Force go at	7½c
One Jar Syrup go at	8c
One Box Oat Meal go at	8c
One Box Puffed Rice go at	8c
One Bottle Rumford's Yeast Powder go at	8c
10c Plug of any kind of Tobacco at	8c
Tobacco per lb	39c
25c Sauce Pan go at	15c

Watch for our new advertisement next week. We have everything in the Grocery line.

Will take all kinds of country produce for the highest market price.

A. COHEN,
Sandy Bottom Department Store.

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