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Many women have come to our store for their winter Suits and Coats that the end of November finds many of one.of-arkind suits and coats in our store. That of course, means reductions.

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Heavy Velour Coats trimmed, plush collar and cuffs. Very stylish.

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Fine Silvertone Coats, very stylishly made. Colors blue, grey, Burgundy.

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Ladies' Suits made of blue serge trimmed with velvet collar, made very stylish.

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Ladies' Suits made of the new Tyrol Wool in sport models. All wool poplin suits made with seal plush collar and cuffs. Colors blue, grey, burgundy, etc.

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Just what you're looking for. Extra size blue and black all wool poplin suits. Sizes up to 54.

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Black Plush Coates, made very stylish with belt.

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Men's Suitr mads of fine materials, English and conssrvative styles.

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Men's Suits made of fine blue serge and cheviots.

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Fine lot of Men's Suits made of good all wool goods, English and conservative styles.

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A few loose-fitting Overcoats for men and young men.

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LADIES' SILK TAILORED WAISTS with convertable High neck. **$4.50**—Value $6.00.

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ROADS AND BRIDGES

Status Of Roads And Bridges In Kent County Together With Recommendations As To Future Construction And Maintainance By Gault Applegarth, Roads Engineer.

The levy of $26,616.76 was struck in June of this year which amount represents the appropriation for Roads and Bridges for the year 1919 and part of 1920. There are 410 miles of dirt roads and 200 major bridges in this county. There has been an actual expenditure of $3,328.42 for putting the bridges in repair and $1,-154.20 has been spent for galvanized pipe to replace worn out wooden trunks. Adding these two items we get $4,482.62, which amount taken from the $26,616.76 would leave $22,-134.14 to be spent on actual road work regardless of bridges, both big and small. By dividing 410 miles of road into the actual amount for roads we would get $56.42 per mile in one year. This amount is needed for the placing of shells on cause-ways over swamps, grading and dragging the roads throughout the seven districts and by taking advantage of the road system as now organized by the county owning their own tractors and mules, the 410 miles of dirt roads can be kept in fair to good shape for at least nine months travel, where, on the other hand, if the county attempted to take most of this appropriation and build gravel roads, for lack of necessary maintainance, the dirt road system would greatly deterioriate. Whenever a road has been rounded up and is thoroughly drained by constant dragging, this road is superior to a flat undrained road. The object is to get all of the roads rounded up and then through a separate appropriation, apply the gravel, similar to the work now going on on the Tolchester road. By the use of the trucks and teams owned by the county a gravel surface for a width of 14 feet and a depth of 8 inches can be applied for $1,500.00 per mile, allowing 1,000 tons per mile at $1.50 per ton. This amount to include the cost of gravel, which should not exceed 25 cents per ton wherever the county has to buy gravel away from the road. The county has recently appropriated $3,000.00 for the building of two miles of gravel road known as the Tolchester road which is now under construction. The outcome, both as to cost and result of this experiment, will go a long ways toward proving that for a road that carries considerable traffic in the county this type of construction would be ideal, both from a practical and economical standpoint.

My idea of future work in the Department of Roads and Bridges in Kent county is as follows:

Apply the full amount of the levy for Roads and Bridges each year which levy represents approximately 20 cents on the dollar for the upkeep of bridges of the major type and the installing of corrigated pipe to replace the old trunks, the rounding up of flat roads, fixing washouts and dragging. In other words the writer is of the opinion that this amount is absolutely necessary for the general maintainance of the 410 miles of road together with the 200 bridges.

Recommend that an appropriation be set aside each year for gravel construction based on $1,500 per mile. This amount to be governed by the financial condition of the county.

There are good gravel banks located throughout the county, and these banks of gravel could be used to good advantage in this class of construction. Therefore, under the circumstances if it can be shown, following the completion of the two miles of gravel road now being constructed near Tolchester, that this type of road can be built by the county organization at $1,500 per mile; then I say that the county could afford to build at least ten miles of this type of road each year, eventually getting a semi-permanent system of roads throughout the seven districts. I may add in this connection that permanent road as built by the State is now cisting about $35,000 per mile, which cost is attributed principally to high labor and high material.

I have always advocated that the dirt roads should be graded in the spring of the year and we always aim to do this each year between the middle of March and first of July; but owing to the eight days heavy rain that we had in July this year, which caused considerable washouts, it was absolutely necessary to continue the grading and filling up of these washouts until September which was done and I have no fear that that work will be disadvantageous to the traveling public. Following these heavy storms in July which caused the washouts, all of the extra work that was done together with the cost of same was kept within the appropriation for Roads and Bridges for the year 1919 and no additional money was asked from the County Commissioners to take care of the work. In this connection, however, I will ask that in the future that the property owners will co-operate with the roads engineer in connection with the drainage of the roads and they can do this by keeping the out-let ditches that run from their places free from filth and to avoid, whenever possible, the plowing in of these out-lets.

RED CROSS NOTES

Since beginning of the present year the Red Cross activities have changed their program by making it a Red Cross health program and community work. All this work of course to be done in co-operation with the different health organizations now in existence, not in competition with them. Such a program is of the most vital importance at this time and from the desire for greater helpfulness a meeting was called November 25th, at 2 p. m., at the Chapter House. The executive board, the finance committee, the physicians of the county, the chairmen of the various charity organizations being invited. After the meeting was called to order by Mrs. Jane V. Robinson and the object stated, namely the establishment of a Hospital in Chestertown. Howard Turner was elected chairman with Mrs. James G. Beck, acting secretary.

Dr. F. B. Hines was made chairman on organization, the committee being composed of all the physicians of the county and the following: Howard Turner, A. A. Harris, Mrs. P. A. M. Brooks, Mrs. W. B. Copper, Mrs. Jane V. Robinson, Mrs. Frank Clark, and their subcommittees to be named by the chairmen on location, finance equipment and publicity.

A great need for extending the community work has been apparent. A community house fills a great need, has unlimited posibilities. Let it be the home of our local American Red Cross, a Rest Room, the Home of the Public Health Nurse, an Assembly Room for Meetings and Conferences. A Community House stands for service to the town and county and in co-operating and giving it your moral and financial support you are making your town and county a healthier and safer place to live in.

Where better could a small Hospital be started than in a community center. What of three small wards for men, women and children and several private rooms for patients! An operating room! A clinic! What better opportunity to show our appreciation to the boys of our county who were in the service than to have a Memorial Hospital. Where better could the children in our schools have tonsils and adnoids removed! And other serious medical and surgical cases be taken care of.

MILLINGTON

Mrs. Merritt Brice is visiting friends in Philadelphia and Germantown, Pa.

Mrs. Eva Marvel spent a few days this week with relatives at Price's.

Mrs. Hansen Horsey and little son, Hansen, Jr., of Galena, were guests this week of her parents, Mr. and Mrs. A. J. Lockerman.

Mrs. James E. Higman, of near town, visited relatives at Seaford, Del., last week.

Services at Trinity M. E. Church, South, tomorrow, Dec. 7, will be as follows: 2 p. m., S. S., subject, "Peter and John Fail the Master"; 3 p. m. and 7.30 p. m., preaching; Wednesday, 7.30 p. m., prayer meeting. The public is cordially invited to attend all these services.

Mr. Julian C. Numbers, of Wilmington, spent last Sunday with his parents, Mr. and Mrs. F. C. Numbers.

Mrs. J. Herbert Bates is the guest of her mother-in-law, Mrs. Joshua A. Bates, of West Forrest Park, Baltimore.

Miss Mollie Everett left last Saturday for Roanoke, Va., after spending several weeks with her parents, Mr. and Mrs. George S. Everett.

Messrs. Joseph Hyde, Horace Platt and Allan Wilson, of Philadelphia, spent the week-end with Mr. Geo. S. Everett.

Mr. James E. Higman, of near town, and Mr. and Mrs. J. W. Higman visited relatives at Seaford, Del., on Thanksgiving Day.

Services at Asbury M. E. Church tomorrow, Dec. 7, will be as follows: 10 a. m., S. S., subject, "Peter and John Fail the Master"; 11 a. m., preaching by the pastor, Rev. D. J. Moore; 7.30 p. m., song service, followed by preaching by the pastor. Friday, 7.30 p. m., prayer meeting, followed by Young People's meeting. All are welcome at these services.

Capt. George C. Townsend left last Monday for Wilmington, where he will spend the winter with his daughter, Mrs. Charles Todd.

Mr. and Mrs. R. J. Taylor and daughter, Miss Dorothy, were guests last week of relatives at Franklin City, Va.

Mrs. Mamie Higman and daughter, Louise, of Philadelphia, spent a few days last week with her sister, Mrs. Alinda Smith.

Mr. James D. Cooke, of West Forrest Park, Baltimore, visited his brother-in-law, Dr. J. H. Bates, last Monday and was accompanied home by Miss Margaret Bates.

Mrs. Emma Shahan is spending the winter with her sister, Mrs. W. F. Mekins, near Chestertown.

The regular monthly society meeting of the Ladies' Aid Society of Asbury M. E. Church was held last Tuesday evening at the home of Mrs. John S. Newnam.

Miss Marie Vansant, of Wilmington, was the guest last week of her aunt, Mrs. William Price.

Mrs. E. G. Coe, who went to the Johns Hopkins Hospital, Baltimore, three months ago for special treatment returned home last Saturday very much improved.

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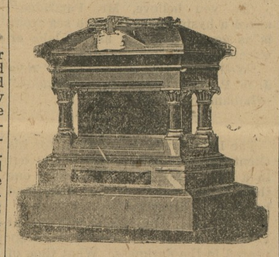
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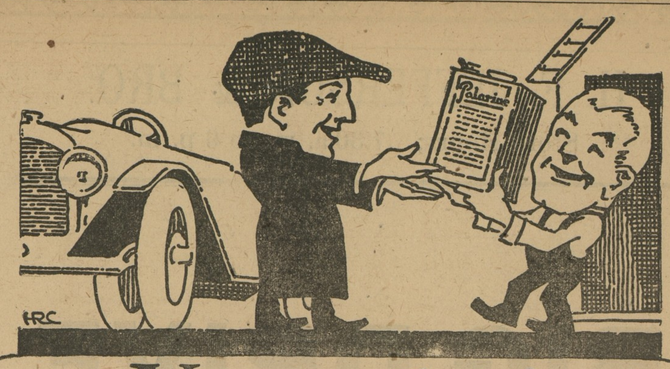
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TOY-LAND OPENING

AT

H. SACHS & SON'S

Monday, Dec. 1, 1919



Santa Claus has arrived at our store with the Largest line of TOYS he he brought to this town.

Our store will be beautifully decorated, and will be quite a treat for the elders as well as for the little tots. Bring all the kiddies and let them enjoy a rare treat. Our line of Toys this year is much larger and newer.

TOYS for children of all ages, such as Dolls, Doll Carriages, Doll Beds, Sea-Saws, Autos, Children's Sulkies, Shoo Flys, Areoplanes, Trains, Rubber Toys, Books, Games, Banks, Children's Desks, Tables, Kidde-Kars and many others too numerous to mention.

We ask you to come and do your shopping early and take advantage of our large selection.

Watch our window for a wonderful display of TOYS. Early shopping means better selections and better service. Deliveries will be made at any time.

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Chestertown, Maryland

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