THE TRANSCRIPT

Entered at the Postoffice at Chestertown, Md., as Second Class Matter.

Foreign Advertising Representative
THE AMERICAN PRESS ASSOCIATION

IT is a reflection on the economic condition of a country when a few men by mere speculation can raise the price of a necessary food product as the price of sugar has been raised during the past week. In spite of criminal prosecutions and various other actions taken by the Federal government the price of sugar reached a high level of 10.25 cents wholesale this week. During the war, when a scarcity of this article was felt throughout the country, we realized what an important place it occupied as a food product. Any steps that the government can take in preventing this boosting of price caused by mere speculation is a wise one. Ordinarily legislation to improve economic conditions is a failure, but considering the necessity of this food product such attempted legislation is justifiable. It is predicted that the price will go still higher and will reach eleven cents wholesale by Monday.

Mr. Cordell Hull, chairman of the Democratic National Committee, has again attacked the sugar duty imposed by the iniquitious Fordney-McCumber tariff Act, which act is largely responsible for this great increase in the price of a food necessity. It is claimed that this tariff has raised the price of sugar two and one-half cents and at a time when the government claims that there is no sugar shortage.

We wonder if the sudden agitation by the present administration of foreign policies and a possible World Court has not been done with a view to shut the eyes of the people of the country to some of the domestic problems caused by the Republican tariff bill and by other legislation of the Harding administration in catering to the great financial interests of the country. In fact, all the efforts of the President seems to have been directed against foreign affairs and too little attention paid to some of our home problems which were greatly increased by the passage of the present tariff act. In fact, Mr. Harding seems to be favoring the League of Nations, the great Democratic plank, under a new name of the World Court. We believe that the voters of the country are beginning to realize this and to wonder whether he was sincere in joining with Mr. Lodge in the fight against the League.

Help This Campaign

Postmaster T. D. Bowers has sent the following letter to every patron of rural routes emanating from the Chestertown postoffice with the hope that every patron will co-operate in the campaign to beautify our highways and country homes. This campaign means much for the thrift and beauty of our country roads, and it is sincerely hoped that every one of the rural patrons will comply with the postmaster's request to paint or white wash their mail boxes, and either to number or place the name of the patron thereon.

Mr. Bowers has sent out the following letter:

Chestertown, Md., April 26, 1923.
My Dear Sir:

With a view solely to beautifying the roadsides of our section of the county and to give to the thousands of strangers who visit our locality during the year from various parts of the country a favorable impression of our homes and firesides, I am writing to ask if you will co-operate with the rural carriers and the postmaster in a campaign to paint or whitewash your mail boxes, to see that your boxes are in good condition and to put your name on the boxes. I do not take this step with any desire whatever to make you incur extra expense, but simply to improve the appearance of our county roadsides as well as to give to your own property an added appearance of thrift and progress. If you will co-operate with us in this movement and paint or whitewash your posts and place your name on your box, making the posts of uniform size throughout each of the routes, please sign this letter and return to the postoffice at once as we are anxious to have the campaign started. This request is for your benefit as well as for the progress and advancement of the interests of our county. Hoping you will join us in this campaign, I beg to remain,

Yours Very Truly,
THOS. D. BOWERS, P. M.

WASHINGTON COLLEGE

The Washington College Cotillion Club held its spring hop in the college gymnasium Friday, April 20, 1923. The attendance was unusually large. The hall was decorated in checker board fashion with black and white crepe paper. The programs were unusually attractive this time. They were bound in brown paper covers, in imitation of leather, and a "W" printed in gold on the front cover. The last page contained the following verse:

Night's candles are burnt out and jocund day,
Stands tip-toe on the misty mountain tops.

The decoration committee consisted of Joseph M. Messick, chairman; J. F. Blake, A. Meredith Nichols and Charles P. Lohran. The music was furnished by the Como Novelty Six, of Cambridge, Md.

KENNEDYVILLE

The Patron's Club of Kennedyville school held their monthly meeting April 4th in the school building. A literary program was given by the school after which an Easter egg hunt was enjoyed by all. Much business was attended to and suggestions were offered for a play ground and tennis court to be placed on the school ground. The next meeting will be Wednesday afternoon, May 2nd at 3.30 P. M., when all parents and friends are invited to attend.

Arbor Day was fittingly observed by the school on Friday at which time, Rev. B. B. Staats with a very pleasing address, presented the school with a handsome Bible from the J. O. U. A. M. Lodge of Chestertown.

FUNDS FOR FIRE APPARATUS

Additional Contributions To List That Was Published Last Week

Massey & Kilbourne	$25.00
M. A. Dixon	5.00
Noland	25.00
Kreeger & Sides	25.00
R. E. L. Hopkins	1.00
R. R. Wilkins	5.00
J. T. Power	5.00
W. H. Elliott	5.00
Barbara Anthony Elliott	5.00
E. F. Perkins	5.00
Walter B. Strong and Ernest	5.00
Jas. W. Crouch	5.00
Allan A. Harris	10.00
Mrs. J. C. and Marietta Loud	10.00
A. F. Shure	5.00
S. Scott Beck	25.00
Polk T. Bramble	1.00
The Transcript	25.00
John Medders	5.00
Wm. B. Usilton	10.00
J. N. Wheatley	5.00
R. Hynson Rogers	10.00
John D. Urie	25.00
H. G. Simpers	5.00
Mark Creasy	5.00
C. W. Kibler & Sons	25.00
Mrs. Barbara Anthony	5.00
A. S. Turner & Sons	25.00
Charles Rollison	1.00
Albert L. Wheat	2.00
Metcalfe Bros.	1.00
O. C. Blades	1.00
James G. Beck	15.00
Mrs. Jas. G. Beck	10.00
Geo. D. Lofland	10.00
Harry F. Jefferson	10.00
James Dunbracco	2.00
Elizabeth H. Baxter	5.00
Lydia T. Barrett	5.00
Helen M. Baxter	5.00
C. H. Jefferson	5.00
W. F. Russell, Jr.	5.00
G. Allen Jarman	10.00
Mrs. Geo. B. Westcott	5.00
W. F. Malin	1.00
C. M. Newcomb	1.00
Chas. J. Reiche	5.00
Frank A. Greenwood	5.00
H. C. Hughes	25.00
T. G. Wroth	10.00
Frank B. Hines	10.00
Simon W. Westcott	7.50
Lewin W. Wickes	25.00
Robert R. Ayres	5.00
Carolene M. Ellett	5.00
Stam Drug Co.	25.00
H. P. Copeland	5.00
J. H. Hill	5.00
Graves Brothers	5.00
Mary E. Watts	5.00
W. T. Newsome	5.00
John W. Mays	5.00
Capt. Harry Pfeffer	5.00
F. D. Leary	10.00
Mary A. H. Simpers	5.00
J. R. Simpers	2.50
H. B. Derrick	1.00
F. A. Taylor	1.00
Wm. H. Lambert	1.00
J. Frank Wheatley	25.00
Jones & Satterfield	20.00
Wm. M. Slay	1.00
Chas. A. Jessop	5.00
Capt. Albee	2.50
Geo. W. Baldwin	3.00
R. F. Elburn	2.50
Mrs. Carrie Wroth	10.00
Wm. G. Smyth	25.00
Peerless Fertilizer Co.	25.00
W. W. Hubbard	5.00
Mrs. Topping	5.00
Mrs. Ruth A. Cahall	5.00
W. C. Sutton	25.00
Electric Light Co.	10.00
J. D. Bacchus	5.00
Mrs. Jno. Roberts (Queen St.)	20.00
Walter U. Lusby	15.00
Miss Clara Usilton and Mother	25.00
C. H. Eshman	15.00
Wm. R. Maul	10.00
J. E. Newton	10.00
Vansant & Newsome	25.00
E. S. Adkins & Co.	10.00
P. O. S. of A. No. 34	7.00
Ralph W. Barnett	10.00
Howard B. Strong	10.00
Mrs. James Brice	5.00
T. C. Hadaway	3.00
J. B. McIntire	3.00
Chas. C. Shreiber	3.00
Mrs. Owen B. Crow	5.00
Miss Lucie Frazier and mother	5.00
Wm. L. Fowler	10.00
Geo. W. French	5.00
Mrs. Martha Baker	5.00
R. V. Waddell	5.00
James T. Dixon, Jr.	5.00
Mrs. Lucy Dodd	5.00
M. E. Baker	5.00
H. B. Rote	5.00
Sachs Shoe Store	5.00
B. L. Bonnett & Co.	5.00
Harry W. Fallowfield	5.00
Miss Margaret Bell	5.00
Thos. J. Davis	5.00
George W. Rash	5.00
Bonwill Dukes	5.00
Charles Budd Ford	3.00
Miss Ida Crow	2.00
Mrs. Amy McMenamin	1.00
Mrs. Hallie Kelley	2.00
Chas. F. Wheatley	1.00
Hope B. Hudson	1.00
Thos. S. Clements	1.00
Mrs. Virgil W. Kendall	1.00
Miss Mary Trew	2.00
James Bramble	1.00
Leonard C. Needles	5.00
Miss Gussie D. Cannan	1.00
Louis R. Sheats	1.00
J. Levi Downey	5.00
Wm. Robert Huey	2.00
H. W. Reed	1.00
Fred T. Robinson	1.00
Virgil W. Kendall	2.00
Thomas Willis	
Total	$1,054.00
Amount published last week	960.00
Total amount to date	$2,014.00

GALENA

We are glad to report that Mr. Jas. Davis, Sr., is improving very nicely.

Mrs. Joseph Boyd has returned home after a short visit in Baltimore.

Mr. Andrew Woodall, of Wilmington, spent the week-end with his parents, Mr. and Mrs. Holt Woodall.

We are glad to report that Mrs. Ella Whitaker is much better at this writing.

The Ladies Aid Society held their monthly meeting at the chapel on Tuesday evening.

The Epworth League will hold their monthly meeting at the chapel on Thursday evening, April 26.

Miss Eva McCauley, a student at Goldey College spent the week-end with her mother, Mrs. Eva McCauley.

Dr. E. A. Scott and family, Mr. Julian Cochran and Holt Woodall motored to York and Lancaster, Pa., on Saturday.

Mr. and Mrs. G. E. Sterling, Mr. and Mrs. L. R. Vansant and Mrs. Chester Davis attended the reception given to the new Dist. Supt. at Middletown on Monday evening, April 23.

Miss Mary Smith, of Baltimore,

B. R. FELLOWS,

Embalmer and Funeral Director
Successor To
W. H. KRUSEN
Upholstering and Repairing. Open Day and Night.
j1-1yr. Phone 3 Still Pond, Md.

MINUTE
BY THE
BUSINESS MEN'S ASSOCIATION

The Association is cooperating closely with the Asparagus Grawers Association and a definite schedule has been worked out whereby asparagus will be hauled direct from Chestertown and calling points to the city markets of Baltimore and Philadelphia.

Trucks operated by Mr. Shallcross will leave Cross Street opposite the Ford Garage beginning Monday 30th. at 5.30 a. m. and 1.00 p. m. picking up asparagus at any place on the way to Baltimore. He will charge for hauling and delivery to Baltimore buyers at 25c per crate of 24 bunches, and 1c extra for each additional bunch.

Mr. E. M. Peck will load in Chestertown from 1-2 p.m.; Kennedyville 2.45 p. m. and Galena at 3.30 p. m. Asparagus will be paid for in cash or by check on a local bank. Mr. Peck will haul to Philadelphia and will remain personally in this vicinity to give the buying his supervision and to assist the growers in grading for the best price.

It is adisable to have good crates in good condition and grade the asparagus carefully as the price is based on quality and packing.

The Association will be advised daily of market prices in shipping towns. For further information phone Chestertown 231 between 10 and 11 o'clock a. m.

If sufficient farmers cut asparagus on Saturday morning and reach Chestertown before 11 o'clock a.m. we can arrange transportation on Saturday afternoon. We would, however like to hear from farmers on the quantity to be shipped before making arrangements.

We are also looking for bunches of members for the Association. Let us know when you decide to follow the crowd. And watch for the big membership drive beginning May first. Get in trim for the big league base-ball season lasting only two weeks and try to make one of the teams. Further particulars will be given later.

ALLIES OF HOG CHOLERA CHIEF OFFENDERS

When you find a farmer or stock raiser who has been "cleaned" by hog cholera, he always votes the infection a most terrible disease. If people with this opinion would only stop to think, they would appreciate the fact that hog cholera infection is as helpless as a new born babe. It does not possess arms, wings or legs, neither does it own an aeroplane nor a fliver. It has no means of locomotion and must be carried to the swine, or the hogs must go where it exists or they will never have the disesase. Without the infection you can no more have an outbreak than you can raise hair on sandpaper.

If you will investigate an outbreak of hog cholera, you will find, providing you can get the history of the case, that without exception, the infection reached the herd because of error owing to lack of knowlege regarding the disease, through carelessness, indifference or conceit due to the idea that one can trifle with the malady with impunity.

We have been trifling with the disease for 90 years, and it is still one of the most serious infections of our domestic animals.

Prevention must henceforth be the keynote in dealing with this infection if we do not want to entertain it for another 90 years.

If you have no hog cholera in your locality there are practically only three ways in which it can be brought in. One is by the purchase of sick or exposed hogs. Another is the feeding of garbage, table refuse or kitchen swill containing bits of infected pork, and the third is the abuse of the double treatment.

If hog cholera is in your neighborhood the infection is very liable to be spread if people do not know of its existence, or if the carcasses of animals dead of the disease are not promptly buried.

The precautions necessary to prevent the introduction and spread of the disease are plain. Do you feed your hogs any garbage, table refuse or kitchen swill that might contain infected pork. Do not purchase any pigs that might be sick or exposed to the disease. If there are sick hogs in your neighborhood report the fact to the county agent, or the government specialist in your district, and promptly bury the carcasses of all animals that die on your premises.

I. K. Atherson, Inspector in charge of Hog Cholera Work.

"1923, Hog Cholera Prevention Year."

KENT COMMISSIONERS ENDORSE "HOG CHOLERA PREVENTION" YEAR.

Whereas: The State Board of Agriculture, the Extension Service of the University of Maryland, and the U. S. Bureau of Animal Industry have been conducting an extensive hog cholera campaign in the State of Maryland for practically six years.

Whereas: This work has resulted in reducing the losses of this dread disease over the state as a whole to far below that before it was inaugurated.

Whereas: In the course of this work much postive information has been obtained regarding the introduction, harboring and spread of the hog cholera infection. Viz.: That the feeding of garbage, table refuse or kitchen swill containing bones, rinds or scraps of infected pork, and the introduction of new stock are almost wholly responsible for the introduction of infection into free territory. That the spread of the infection in almost every case is due to the fact that the primary outbreaks are not promptly reported to the cooperating authorities and also to the failure of farmers and stock raisers to promptly and properly dispose of the carcasses of hogs that die of the edisease.

Whereas: It is proven conclusively that the observance of a few simple precautions which entail practically no expense will prevent the introduction, harboring and spread of the hog cholera infection.

Whereas: 1923 has been designated by the cooperating authorities as "Hog Cholera Prevention year" in Maryland.

Whereas: We believe that the severe losses sustained in Kent County during the year 1923 from hog cholera can be materially reduced through the cooperation of the farmers and swine raisers of the county.

Resolved, That we commend this work to the farmers of Kent County and urge that they assist the cooperating authorities in every way to make 1923 a Hog Cholera Prevention Year in the county.

Resolved That with this in view we urge swine raisers to refrain from the practice of feeding garbage or swill containing scraps of pork to hogs: to use care in the introduction of new hogs into their hreds; to comply with the regulations of the State Board of Agriculture providing for the proper disposition of carcasses of swine dead of any cause; and to report promptly to the county agricultural agent or the government specialist all cases of sick hogs which may come to their notice.

Resolved: That a copy of these resolutions be furnished the local newspaper for publication and that the county agent be authorizeed to furnish copies to all farmers organizations in the county. e

(Signed) Arthur H. Brice
N.V.Walters
J. H. Usilton

The board of County Commissioners of Kent County.

Circuit Court Ended Wednesday

The case of John Wilson, colored, was concluded Saturday. This was the case in which Lloyd Frisby, also colored, was killed by stone thrown by Wilson in self-defense and created a great deal of interest. The jury rendered a verdict of not guilty.

On Monday the case of Francis Dennis vs. Annie Albanese, transcript from Cecil county, was heard. Verdict for plaintiff for $251.85.

Orland M. Lane vs. James Ireland, transferred from Caroline county occupied the court on part of Monday as well as a part of Tuesday.

The court adjourned on Tuesday until the second Monday of July, 1923.

Caldwell's Bazaar

GALENA, MD.

I will sell at my stables in Galena on

WEDNESDAY, MAY 2, 1923

rain or shine, beginning at 12 m. sharp

25 TO 30 HEAD OF GOOD SERVICEABLE HORSES AND MULES

Some of these horses are as good as can be found anywhere, others not so good, but will tell you best I can just what to buy if you need work or driving horses. Most all these horses are here on commission. Sold 20 at my last sale.

15 TO 20 HEAD OF CATTLE

consisting of several good fresh cows and springers. These cows are Guernsey and Holstein, the kind you want. Several good fat cows, heifers and stock bulls. You can get suited if you come to this sale.

200 PIGS, SHOTES AND HOGS

Sold 176 Shotes and Pigs at last sale at very satisfactory prices.

Will have a good lot of them this time. 40 Hens and a lot of poultry of all kinds.

Harness, carriages, blankets, collars, hames, halters, tomato seed and army goods, etc., in fact will sell anything you bring here on commission. Two good second-hand Ford cars. A good chance to buy a car for little money.

TERMS CASH S. G. CALDWELL.

Next sale, Wednesday, May 16th. My sales will always be on Wednesday.

Will start early, as I have a lot of small stuff to sell. Sandwitches and Coffee.

NOTICE

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

FANNIE B. MASLIN,

late of said county, deceased. All persons having claims against said deceased's estate areh ereby warned to exhibit the same, with the proper vouchers thereof, to the undersigned on or before the 19th day of October, 1923, 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 my hand this 19th day of April, 1923.

MARY E. GODWIN,
a21-5t. Administratrix.

FORECLOSURE SALE
—OF—
Maryland, Delaware and Virginia Railway Company.

By virtue of a degree entered by the United States District Court for the District of Maryland, on the 4th day of April, 1923, in a cause therein depending, wherein the Girard Trust Company, as Trustee, is Complainant, and the Maryland Delaware & Virginia Railway Company is respondent, the undersigned Girard Trust Company will sell at public auction at Love Point, Maryland, on

MONDAY, THE 7th DAY OF MAY, 1923,

at one o'clock in the afternoon, all the railroad, steamboats and other floating equipment and all and singular the property appurtenant to the operation of the same, including all rolling stock and all wharves, landings, stores, storehouses, supplies, tools, and implements of every character and description, the property of the said Maryland, Delaware and Virginia Railway Company, together with all its right, title and interest in and to the same and all its powers, privileges, immunities, franchises and exemptions.

The property to be sold embraces in general terms:—

First: A RAILWAY DIVISION

Extending from Love Point, Maryland, easternly to Lewes, Delaware with branches extending to Centreville and to Tidewater at Queenstown, Md. At Lewes the railroad connects with a branch of the Pennsylvania System, over which it gets access to Rehobeth Beach; from Love Point, the western terminus of the railroad a ferry service for freight and passengers is maintained to Baltimore, where docking privileges are secured by virtue of leasehold rights at Piers 7 and 8 Light Street.

LENGTH OF RAILROAD (Standard Guage)

Main Line (Including branches)	77.43 Miles
Siding's	9.38 Miles
Total	86.81 miles
Laid with 60 lb. rails	24.14 miles
Laid with 56 lb. rails	62.67 miles

Second: A STEAMBOAT DIVISION

Embracing the steamboats and vessels hereinafter named. These steamboats are especially adapted to freight and passenger service on the Chesapeake Bay and the waters tributary thereto. The following services by steamboats are maintained:

1. The Chester River Route operating between Baltimore, Chestertown and points on the Chester River, including Rock Hall.

2. Patuxent River Route operating between Baltimore and points on the Patuxent River, including points in the Chesapeake Bay West Shore.

3. Potomoc River Route operating between Baltimore, Alexandria, Virginia and Washington, D. C. and points in Maryland and Virginia on rivers and estuaries tributary to the Potomoc River..

4. Rappahannock River Route, operating between Baltimore and Fredericksburg, Virginia, and points on the Rappahannock River and estuaries tributary to the same.

5. Rappahannock River-Norfolk Route, operating between Norfolk, Virginia and points on the Rappahannock River and estuaries of the same.

These river routs have upwards of 100 landings, a limited number of which are owned by the railway Co., but the majority of which are under lease providing for their use by the steamboats and vessels of the Railway Company.

The Railway Company has in the City of Baltimore, Md. in addition to the piers used in connection with its ferry service leasehold rights in the following piers on Light Street in the said City: Piers Two, Three and Nine, used in connection with the service of its Steamboat Division.

The property sold will be first offered as an entirety as a going concern, and afterwards in three parcels, as hereinafter mentioned and described:

As an entirety the property to be sold will embrace all the railroad and lines of railroad, tracks, sidings and turnouts of every sort and kind, now owned by the Maryland, Delaware and Virginia Railway Company, and commencing upon a pier situate and being at or near Love Point in Queen Anne's County in the State of Maryland as its Western terminus, and running thence Easternly to a point at or near the town of Lewes in the State of Delaware, together with a branch or spur running from Queenstown Junction, a point of the said railroad to Centreville in Queen Anne's County aforesaid and a branch or spur running from said Queenstown Junction to and upon a pier in the harbor of Queenstown in said county, and all the branches or connections extending from said railroad, and all locomotives, cars, rolling stock, (namely, nine locomotives, eighteen passenger coaches, four baggage, mail and express coaches, twenty-five box cars, seven flat cars, two cabin cars and three M. W. & S. cars).—roadway, rights of way, tracks, rails, ties, roadbed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turntables, water-tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses, gravel pits and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed, belonging, appurtenant to or used or designed for use in connection with the said railroad and branches.

And also all its steamboats, floating equipment, steamboat lines, docks, wharves, piers and terminal property belonging to the said Railway Company situated in the States of Maryland and Virginia or elsewhere, including particularly the steamboats or vessels named Westmoreland, Northumberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Lancaster and B. S. Ford. All enrolled in the Custom House, Baltimore, Md. And also Scows Nos. 10 and 11, together with all the apparel, tackle and furniture belonging or appertaining to the same.

ALSO all leasehold rights of the said Maryland, Delaware and Virginia Railway Company in the following piers located on Light Street in the City of Baltimore.:

Piers Numbers Two, Three, Seven, Eight and Nine, and all leasehold rights in all and singular the wharves piers, wharf rights and boat landing located upon the various river routes now operated by the said Railway Company and known as the Chester River Route, Patuxent River Route, Potomac River Route, Rappahannock River Route and Rappahannock River—Norfolk Route not owned by the said Railway Company but under lease to it by virtue of written and verbal leases and arrangements made with the respective owners.

And all right, title and interest of the said Railway Company in the following corporations:

Maryland & Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of its Common Capital Stock out of a total of 1112 shares, each of the par value of $10.00 per share.

The Chesapeake Wharf Company, as represented by the ownership of 63 shares of its common capital stock out of a total of 84-½ shares each of the par value of $100.00 per share.

The Governor's Run Wharf Company, represented by the ownership of 10 shares of its Common Capital Stock out of a total of 50 shares each of the par value of $100.00.

The Dares Wharf Company, as represented by the ownership of 106 shares of its common capital stock out of a total of 152 shares each of the par value of $25.00;

Together with all and singular the corporate rights, powers, privileges, immunities, franchises and exemptions of the said Maryland, Delaware and Virginia Railway Company which are now owned either in its own right or as successor or purchaser of the Queen Anne's Railway Company.

The highest bid received for said property as an entirety as a going concern will be reserved; immediately thereafter the property will be offered in three parcels, as follows:

PARCEL NO. 1 will embrace:

All the railroad and lines of railroad, tracks, sidings and turnouts of every sort owned by the Maryland Delaware and Virginia Railway Company, and all locomotives, cars, rolling stock, namely, 9 locomotives, 18 passenger coaches, 4 baggage mail and express coaches 25 box cars; 7 flat cars; 2 cabin cars; 3 M. W. & S. cars, roadway, rights of way, track, rails ties, road-bed, side-track, turnouts, switches, bridges, trestles, viaducts, culverts, stations, depots, water-houses, turn tables, water tanks, machine shops, tools and implements of all kinds whatsoever, offices, depot grounds, engine houses and all other belongings and structures and all things and property of every kind, nature and description, real, personal or mixed, belonging, appertaining to or used or designed for use in connection with the said railroad and branches; also the steamboat or vessel named Westmoreland enrolled in the Custom House at Baltimore, Maryland, and all rights of the said Maryland, Delaware & Virginia Railway Campany to operate the same between said Love Point and the city of Baltimore in said State of Maryland, including the right to land at Pier 9 Light Street in the City of Baltimore under the privilege now enjoyed by the Maryland Delaware and Virginia Railway Company from the Baltimore, Chesapeake & Atlantic Railway Company.

TOGETHER with all and singular the property rights, powers, privileges, immunities, franchises and exemptions of the said Maryland, Delaware & Virginia Railway Company in and to the above mentioned and described railroad rolling stock, steamboat Westmoreland and other property, which it now owns either in its own right, or as successor or purchaser of the Queen Anne's Railroad Company, including all right, title and interest of the said Maryland Delaware and Virginia Railway Company in and to the Maryland and Delaware Telephone and Telegraph Company, as represented by the ownership of 1020 shares of common capital stock out of a total of 1112 shares, each of the par value of $10.00 per share.

PARCEL NO. 2

Will embrace the following steamboats or vessels and floating equipment, property rights, franchises and privileges: Steamers Northunberland, Three Rivers, Middlesex, Potomac, Anne Arundel, Calvert, Corsica, Scow No. 10, Scow No. 11.

TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the said steamboats and vessels, and all lands, docks, piers, wharves, terminal property, wharf rights, landings, privileges, stores and materials at their several locations situate on the Chesapeake Bay and along the Rappahannock River and the Potomac River, and tributaries to the same in the State of Maryland and Virginia, on what are hereinabove mentioned as the Rappahannock River Route; the Potomac River Route and the Rappahannock River-Norfolk Route, whether owned by the said Railway Company or used by it under written or verbal understanding with the owners of the same; and also all the leasehold right, title and interest of the said Maryland Delaware and Virginia Railway Company in and to the following docks. wharves, or landings at the City of Baltimore, Maryland: Pier 2 Light Street; Pier 7 Light Street; Pier 8 Light Street and Pier 3 Light Street, and all its right, title and interest to land at and use of the Brooke Avenue Pier or Wharf at Norfolk, Virginia now enjoyed by the said Railway Company from the N. Y. P. & N. Railroad Company.

PARCEL NO. 3:

Will embrace the following steamboats or vessels, property, property rights, franchise and privileges.

Steamboats Lancaster and B. .S Ford.

TOGETHER with all the apparel, tackle and furniture belonging or appertaining to the same and all lands, docks, piers, terminal property wharves, wharf rights, landings, privileges, stores and materials now owned by the Maryland, Delaware and Virginia Railway Company severally located on the Chester River and Patuxent River Routes, hereinbefore mentioned and all rights and privileges which the said Railway Company has in and to the same by written or verbal leases and understandings included as well all the estate, right, title and interests which the said Maryland, Delaware and Virginia Railway Company has in the following wharf companies:

The Chesapeake Wharf Company, represented by ownership of 68 shares of common capital stock out of a total of 84½ shares, each of the par value of $100.00.

Governor's Run Wharf Company, represented by ownership of 10 shares of common capital stock out of a total of 50 shares, each of the par value of $100.00.

Dares Wharf Company, represented by ownership of 106 shares of common capital stock out of a total of 152 shares, each of the par value of $25.00.

If the bids received for the three parcels in the aggregate shall be greater than the bid received and reserved for the property as an entirety and as a going concern, such bids will be accepted; otherwise the sale made for the property as an entirety and as a going concern will be accepted.

For a full and more particular description of the property to be sold see the terms of the decree of the United States District Court, a printed copy of which may be had upon application to the Girard Trust Co. Broad & Chestnut Streets, Philadelphia, Pa. or to the offices of the Maryland, Delaware & Virginia Railway Company, Pier 1 Pratt Street, Baltimore.

TERMS OF SALE:—Ten per cent in cash or certified check must accompany each bid and be paid to the Girard Trust Company upon acceptance by it of the bid or bids, the balance to be paid in cash or in the First Mortgage Five Per Cent. Gold Bonds of the Railway Company, upon confirmation of the sale as provided by the Decree.

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Broad and Chestnut Streets,
Philadelphia, Pa.

T. Frank Seward, Auctioneer.
John Hampton Barns,
Shirley Carter,
Solicitors for Girard Trust Company.

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We have two good second-hand tractors which we have gone over and put in excellent condition.

Plows and other implements to go with them. Low price for quick turn over.

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ROCK HALL'S Picture Parlor
ROCK HALL

Saturday, April 28—Edna Murphy and Jennie Walker in "EXTRA! EXTRA!" Story by Julian Josephson. Also M. and J., Chewing Gum Industry and News.

Wednesday, May 2—Very interesting picture, "A WIDE OPEN TOWN." Also 15th episode of WHIRLWIND.

Saturday, May 5—Harry Carey in "AFRAID TO FIGHT." A picture full of action. Also two-reel Western, "GIANTS OF THE OPEN."

Pictures at 8.00 p. m.

NOTICE TO CREDITORS

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

SALLIE R. BROWN

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 1st day of October, 1923, otherwise they may by law be excluded from all benefit of said deceased personal estate.

All persons indebted to this estate must settle at once.

Given under our hands this 27th day of March, 1923.

C. C. BROWN, Sr.
C. C. BROWN, Jr.
SALLIE R. BROWN
Executors.

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

Benj. C. Walters

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 27th day of September, 1923, otherwise they may by law be excluded from all benefits of said deceased's personal estate.

All persons indebted to this estate must settle at once.

Given under my hand this 27th day of March 1923.

EDWARD C. WALTERS,
Administrator.

NOTICE OF MEETING AND THE CHANGE IN BY-LAWS

The annual meeting of the policyholders of the Mutual Fire Insurance Company of Kent County, Md., will be held at the Company's Offic in Chestertown, Md., on

MONDAY, MAY 7, 1923,

at 10 o'clock a. m., for the election of directors and also there will come before the policyholders for ratification a recommendation from the Directors to amend No. 32 of the By-Laws of the Company so as to read as follows:

No. 32—All sums collected from cancellation fees, from charges on cancellation of policies from gasoline, building, repair and other permits and all gians from increased value of real estate, bonds, stocks, and other securities and all amounts not distributed in the annual distribution of income, shall at the option of the Board of Directors, be carried to a surplus fund; which fund shall only be drawn upon when the fire losses and expenses and any other losses of the company shall exceed its annual income. But said fund shall in no case exceed twenty-five per cent of the company's premium notes.

Said change having been considered and proposed at the January meeting of the Board of Directors.

E. F. PERKINS, Secretary.

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