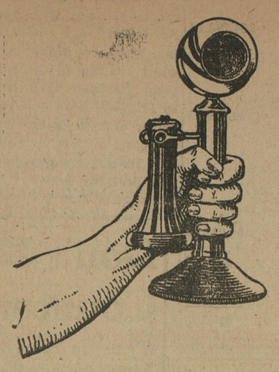

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THERE are certain hours each day when the telephone of many business concerns are idle—hours which can and should be made productive.

If this is true of your telephone, why not reach out to surrounding towns and cities for more business?

Make a list of prospects, call them up and give them the same sales talk you would if you were face to face.

The rates are reasonable, even for great distances.

After 8.30 P. M. there are reduced rates on Station-to-Station calls. The front pages of your telephone directory will give full information.

The Chesapeake & Potomac Telephone Company

R. C. HARRIS, Manager

OUR CHRISTMAS OFFERING
(COMFORTABLE FEET)
ANYBODY CAN SELL SHOES—BUT NOT EVERYBODY CAN FIT FEET

FOOT COMFORT SERVICE is our slogan an dwe give that with every pair of shoes we sell, whether the customer be a man, woman or child. Our line of shoes this season is made up in a variety of styles and shapes, in all the lasts and widths, which enables us to fit nearly all feet correctly.

Our prices are usually lower than elsewhere.

READY FOR XMAS—We are prepared with a complete assortment of Comfort Bedroom Slippers in a beautiful array of colors for the entire family. Excellent for Xmas Gifts, very Suitable, Sensible and Serviceable. Price 75c up to $3.

Wear Sachs' Shoes and be COMFORTABLE.

SACHS' SERVICE SHOE STORE

ARLINGTON L. SPARKS

FINE DISPAY

—OF—

Fall Millinery

New Dress Goods in all the newest and most popular shades

A Fine Assortment of

Ladies Waists

Everything For

Fall and Winter

Come and look them over.

ARLINGTON L. SPARKS

CHESTERTOWN, MARYLAND.

PHONE 79

I wish to thank my customers for their patronage and ask them to continue with our new firm.

Have a good supply of Garden Seed, all kinds of Harness, Diamond Automobile Tires, Dry Goods, Notions, John Deere line of Implements, and anything that belongs to a country store.

We can handle your Butter and Eggs and will give top notch prices.

Come and call on us and see for yourself.

Hadaway & Hadaway,

Successors to Wm. Hadaway.

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THE

Mutual Fire Insurance

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OF KENT COUNTY, MD

INSURES PROPERTY AGAINST FIRE AND LIGHTNING

ALL POLICY HOLDERS PARTICIPATE IN THE COMPANY'S PROFITS.

Conservation and caution its motto. Nearly three million dollars' worth of property insured.

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(For all crops)

Large stock in our warehouses at Betterton, for immediate use. No delay. Wagons loaded as soon as they arrive.

LUMBER AND BUILDING MATERIALS

Just received a carload of Southern Cypress, which includes Fencing, Gate Slats, Siding, Rab. Boards, Dressed Lumber, etc. If you want Cypress we have it.

Our store opens at 7 a. m. and closes at 8 p. m.

TURNER & SON,
Betterton, Md.

MONEY TO LOAN

IN SUMS TO SUIT ON GOOD REAL ESTATE.

JOHN D. URIE, Atty,
tf. Chestertown, Md.

MONEY TO LOAN.

IN SUMS TO SUIT ON GOOD REAL ESTATE.

JOHN D. URIE, Att'y,
Chestertown, Md.

TERIFFIC SNOW STORM IN KENT

TRAINS BLOCKED FOR TWO DAYS—TRAVEL OVER ROADS SUSPENDED—HUGE DRIFTS OF SNOW STOP COMMUNICATION BETWEEN FARMS AND TOWNS

THE ENTIRE EASTERN SHORE OF MARYLAND BLOCKED

After experiencing a day of intense cold, which was made somewhat worse by a driving wind from the north, a snow storm began in Kent County on Friday afternoon last, at about five o'clock, and never ceased until Sunday morning at about 11 o'clock. At times during this period of swirling, blinding snow, the wind reached the proportions of a hurricane and in the 42 hours which the storm kind reigned supreme, monster drifts had piled their heaps of powder-like snow into the roads of Kent County, around the farm buildings and in the railroad cuts, causing traffic over the roads to be discontinued, the trains to be stopped and general hardship to those who were compelled to break through on account of absolute necessity. Had the storm lasted a few hours longer, Kent County would have probably experienced the worst storm in the history of the county.

At the first indications of an abatement in the fury of the storm on Sunday morning, Kent County began to shake itself free of the white mantle that had thrown its unwelcome cloak over the entire county to depths varying in size from eighteen inches to eight or ten feet. A powerful ally in this task of removing the impeding whiteness from the lanes of travel was warm and brilliant sunshine, which, reflecting the beautiful whiteness of snow, caused a flare of beauty over the entire county. But the ones who attempted on Sunday to break through made little headway, for the drifts were piled so high that it took a concerted effort on the parts of whole communities to break permanent and sufficient paths.

The Kent train, which was unable to break through the mountain-like drifts that in many places piled even with the tops of the banks that line the railroad between here and Massey, was unable to make its return trip on Saturday evening and was not successful in returning to Chestertown until Monday at about 3 p. m.

Not since January 25, 1915, when the local railroad was blocked for a period of six days and all traffic was suspended for a period, has there been such a complete blockade of all kinds of traffic as was experienced in this county from Saturday until Monday. The Kent train was marooned at Massey with 27 passengers from Saturday evening at 6 o'clock, notwithstanding the fact that the Pennsylvania R. R. Co. had a force of 60 men and five snow plows making strenuous efforts to open the huge drifts between Blacks and Kennedyville, and between Kendyville and Lynch.

The farmers of Kent were not slow in preparing to removing the huge drifts that blocked their travel, and on Monday morning concerted efforts were made in various parts of the county and lanes of travel were cut through to the various towns. Only the ones living close to town were able to reach the milk station here on Monday morning and they were comparatively few.

The Chester River being frozen over from shore to shore, every means of communication except the telegraph and the telphone were cut off with the outside world. Immense drifts from 15 to 20 deep filled many cuts between Massey and Chestertown and the best snow plows of the railroad company made slow progress against the heavy snow, which packed and froze considerably.

The state road, over which flows much of the traffic of the Shore, was completely. During the entire week the State Roads Engineer, Mr. Austin F. Shure had a force of 500 men on the state roads in his district and by the last of the week autos and teams were able to travel considerable distances.

The storm caused decidedly the worst blockade in this section that has occurred for seventeen years.

Rural mail carriers made a great effort on Saturday to cover their routes, but not more than a third of any one route was traveled.

The motor truck from Elkton got as far as Chestertown, but was compelled to transfer the Centreville and Easton mail to the train and return to Elkton before the blockade became so complete.

Physicians in Chestertown and in other parts of Kent county made big efforts to reach patients, but in a great many cases it was absolutely impossible for them to reach the places to which they had been urgently called.

Stalled automobiles and trucks were a familiar sight along the roadways of the country and many signals of distress were received at the auto garages in this county for help, and many helpless cars were hauled from their icy fastnesses.

The storm began with almost unprecedented falls of snow in the Carolinas and Virginia Thursday, crept up the Atlantic coast, leaving snow covered towns and cities, stalled trains and general suspension of business in its wake; breaking in full blast over Maryland and Delaware, it passed out to the Atlantic Ocean.

The states comprising the Middle Atlantic section, were the worst sufferers from the storm, being, in that section, the heaviest since February, 1899.

Reports to the Weather Bureau showed the fall of snow in Maryland, Delaware and Virginia to be about an average of 14 inches.

The National Capital was also hard hit by the storm, business being practically suspended and few trains running from Saturday night until Tuesday.

Many people who were out of work were given two or three days work shoveling snow, both in Chestertown and on the state roads. Thus the old adage, "'tis an ill wind that blows no one good," was fulfilled.

Influenza and pneumonia cases increased in New York following the storm, which covered the streets of the metropolis about ten inches. Health Officials of that city urged the people to keep their feet dry and use every precaution. New York has been in the grip of influenza for several weeks.

While adrift in a small boat which he and the two members of his crew had manned when their vessel was found sinking in Hunting Creek, Capt. Irving Insley, of Salisbury, suffered so greatly from the effects of the driving storm of Friday night that he died a few minutes after being rescued early Saturday morning. Their vessel, "The Morning Light," of Salisbury, was in the Pocomoke river bound for the city of Salisbury, when the storm became so fierce that it was necessary to anchor in Hunting Creek. The repeated plunging of the craft had opened a hole in her side, which caused her to soon submerge. The crew left the vessel when it was found she could not stay up. They attempted to reach shore in the boat, but it became tangled in the brush of the marsh and the occupants were forced to remain at the mercy of the wind and weather until they were rescued 30 hours later.

Capt. Harry Pfeffer, well known for his fearlessness in the face of the elements, went to his traps as usual on Saturday morning, in the raging tempest, and returned with eight muskrats. The captain says he had the hardest kind of a time to reach home safely.

One of the biggest drifts of snow in the neighborhood of Chestertown was on the state road between the bridge and the gate of Mr. J. Thomas Smith. The drift varied in length from five feet to eight feet. The biggest drift of th county is said to have been around Massey.

Mr. George Hendrickson had a narrow escape Saturday night. He was rturning from Fairite after supper and had reached his own road gate, when he became nearly exhausted. It seems that the home folks became worried over his long absence and went to look for him, finding him near his road gate, regaining his breath and preparing to make another attempt to reach home safely. There were a great many similar cases to that of Mr. Hendrickson in this county, where the head of the house, in pursuing his duties, was badly tired by battling against the elements.

Mr. Harvey Brown, on horseback, carried an auto part to Galena on Monday. He had quite an experience. Near Kennedyville, on the state road, his horse foundered in a bank until Mr. Brown could see only the top of his head. The horse, however, managed to get through the drifts to safety and Mr. Brown performed his errand and returned to Chestertown at about five o'clock in the afternoon of the same day.

The Adkins Lumber Co.'s truck had quite a hard time to reach home on Saturday afternoon. The truck succeeded in getting in Mr. Townshend Anthony's field, in Queen Anne's, near town, but had great difficulty in reaching Chestertown. Mr. Dumont Lambert's oil truck had a somewhat similar experience.

Anticipating a general thaw out, Officer Samuel E. Cooper, who knows pretty well the conditions of a snow storm in Chestertown and its effects here, had a crowd of eighteen men out Tuesday morning, who began clearing out the gutters so that the thawing snow could reach the sewers and, finally, the river. The thaw began on Monday and the snow has gradually dwindled since that time.

The heavy snow gave the lovers of sleighing throughout Kent a chance to enjoy their favored sport, and many sleighs that have not been used for a number of years have been enjoying a regular carnival. Chestertown has been the scene of some hot racing contests this week, to the great interest of many, who stand upon the corners and urge their favorites to the front.

The rural route carriers of Kent have been about the hardest hit of any in Kent county by the effects of the storm. Few of the rural route carriers from Kent have made their respective routes this week. From the Chestertown office none of the five rural route carriers were able to make their full routes this week, although they made valiant attempts to do so. They all went as far as human effort would carry them and returned with the balance of the mail. Quite a number of the patrons of the routes received their mail at the Chestertown Milk Station.

Following the storm for two or three days, peculiar atmospheric conditions prevailed in Kent County. The trees were covered with a heavy frost, like sleet, which made a beautiful appearance when the sun came up over the hills. The mornings were also exceeding cold, registering from 6 to 8 above zero, and yet, with no wind stirring, the air seemed much warmer. Many were fooled by this peculiar condition, and, upon looking at their themometers, thought they were wrong.

The rain that followed in the wake of the snow storm, and the sudden thaw, caused great quantities of water to gather in low places where there was little drainage. As a result, cellars were filled in many cases and other inconveniences caused to the people of the county.

On Saturday evening, when the local train was unable to get much further than Massey, quite a number of Chestertown people were compelled to make their quarters in Massey Railroad Station over night, causing them considerable inconvenience.

The Rock Hall road was blocked for a distance of six miles between Fannel's Branch, near Chestertown, and McLain's Corner. It took several days to open this road and re-establish the communications between Rock Hall Chestertown.

Mr. Charles Hadaway was the first person to reach Chestertown from Rock Hall after Saturday. He came on horseback on Monday, taking about five hours to make the trip. Capt. Tom Hogans, star route mail carrier, arrived Tuesday afternoon in a two-horse team after six hours' travel across fields.

The state road from Centreville to Chestertown was broken through on Wednesday afternoon. The Chestertown gang met the men from Centreville at Iron Hill, about three miles from Chestertown.

FARM FOR SALE

Fine farm of 212 acres on state road 2 1-2 miles from town and boat. New outbuildings, about 10 tons of hay and all corn crops goes with farm. Possession time of sale. Very cheap and on very best terms.

CHARLES E. HADAWAY,
a27-tf. Rock Hall, Md.

FRUIT SALAD ICE CREAM.

Of course you like Nuts and Fruits—covered with rich cream. But, my, this wonderful FRUIT SALAD Ice Cream—our Special Pride. There's your dainty nuts, fruits, flavor and cream—SUCH CREAM. Rich, Pure Gold Medal Cream combined with Nuts and Fruits as fine as any that ever ripened under a tropical sun, then frozen into a palate-tempting dish you can't resist. This is one of

GILL BRO'S PRIVATE BRANDS

Try Our Fruit Salad Ice Cream Today

Just give your telephone a call, 290, and Gill Bro's Ice Cream will be at your door in a few minutes.

Our Fruit Salad Ice Cream is further proof that Gill Bro's Ice Cream is seldom equaled—never excelled.

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Phone 290. Chestertown, Md.

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Walnut Bedroom Suits, 3-piece.....$75.00

REAL AMERICAN WALNUT SUITS

Bed, Dresser, Chiffoiette and Toilet Table.....$145.00
Bed, Dresser, Chiffoiette and Toilet Table.....$150.00
Bed, Dresser, Chiffoiette and Toilet Table..... $175.00
Bed, Dresser, Chiffoiette and Toilet Table.....$190.00

MATTING

The 60c grade now.....35c

Big Drop in Paint—Best grade was up to last March $5.25, now $3.50c gal.

Big Drop in the price of Linoleum from one year ago.

Ru Clenso, the greatest thing out to clean any fabric you have—Rugs, Portieres, Curtains. etc.

JOHN BARTLEY

CHESTERTOWN, MARYLAND.

T.H.M.BRAMBLE

FAIRLEE, MD.

Specials For This Week

Hill Muslin	16c yd.
Heavy Unbleached Muslin	9c yd.
Lonsdale Cambric	20c yd.
Apron Gingham	14c yd.
Men's B. V. D. Underwear	50c each
Men's Hose, Black & Grey	10c pai
Ladies Hose, Black	10c pair
Men's Unionalls	$1.75 suit
Men's Heavy Overalls	1.00 pai
Men's Heavy Jumpers	1.25 eac
Sweet Ore Kaki Pants	2.00 pair
9x12 Delton Rugs	$12.50
9x12 Gold Seal Congoleum Rugs	12.00
9x12 Matting Rugs	3.75
Matting	25c yd.
3 Burner New Taylor Oil Stove	$18.00
30x3 Tires, 6000 Miles Guarranteed	10.50
30x3½ Tires, 6000 Miles Guarranteed	12.50

Will take eggs and chickens in trade at market price.

Betterton Plumbing Tin and Machine Shop

Bath rooms put in and remodeled. Tin and sheet metal work. Pipe Fitting. Stoves and ranges repaired. Pumps put in. Tanks and windmills put up. Gas and steam engines repaired. Pipe and Fittings from 1-8 to 2 inch. Stop and waste and supplies for bath rooms kept on hand. Plow shares ground. Lawn mowers sharpened.

WM. T. CLARK,

Phon Betterton, Md.

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