MAXIMUM QUALITY MINIMUM PRICE

A. L. Sparks' Fall Opening

A SPLENDID STOCK OF

Dress Goods

When the quality can be thoroughly depended upon and the price is entirely moderate, the buying proposition becomes a very simple matter.

Here we offer you the very best that is possible to buy; show an extremely large assortment including all the new and popular shades and the range of prices makes it possible for every one to find something here exactly as wanted.

SILKS SILKS SILKS

The price of silks have advanced very materially but we are still offering our guaranteed 36 inch black taffetta at $1.00 per yard.

Over twelve hundred yards sold in the preceeding twelve months without a dissatisfied costumer.

DOMESTICS DOMESTICS

We are selling staple muslin at wholesale prices, our purchases before the advance enable us to do this.

MILLINERY · · MILLINERY

The Rich and Refined in Millinery has full an eloquent expression in this department of our store.

Efforts intelligently directed are productive of results beyond precedent in the all-important questions of style, elegance and quality.

Your attention is directed to our extremely low prices.

CLOAKS CLOAKS CLOAKS

This Department has stood the test of a careful buying public for years and is now complete with an array of stylish and up to-date garments not often seen except in a city store.

Our well-known low prices are a large factor in the successful business done in this department.

Come and see us, we can show you our stock much better han we can tell you about it

Arlington L. Sparks

CHESTERTOWN, - - MARYLAND.

All Women Should Use

Periodica Tabloids

MANUFACTURED ONLY BY

THE THAYMER CHEMICAL CO.

Offices—337-39 Equitable Bldg, Baltimore, Md.

A never failing remedy for the correction of irregularities of women, MARRIED or SINGLE, from any and all causes. Reliable and absolutely harmless. Mailed in sealed package on receipt of price $1.00.

Address THE THAYMER CHEMICAL CO., P. O. Box 425, Baltimore, Md.

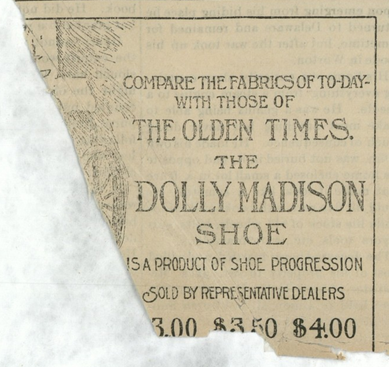
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THE BIGGEST FURNITURE HOUSE ON THE SHORE.

Our Vast Stock of Furniture, Carpet, Mattresses, Lace Curtains, Portieres, Window Shades, Wall Papers, Paints, Leads, Linseed Oil, Window Glass, Oil Cloth and Linoleum, in now ready. Come see us before buying. We can save you money

JOHN BARTLEY, CHESTERTOWN, MD



COMPARE THE FABRICS OF TO-DAY WITH THOSE OF THE OLDEN TIMES.

THE DOLLY MADISON SHOE

IS A PRODUCT OF SHOE PROGRESSION

SOLD BY REPRESENTATIVE DEALERS

$3.00 $3.50 $4.00

THE FRENCH ELECTRIC VILLA

Wonderful Electric House at Troyes, France, Wherein Electricity Performs The Household Duties.

The wonderful electric house, the Villa Feria Electra, which has been built by M. Georgia Knap at Troyes, France, clearly defines the role which electricity is destined to play in the home of the future. If not an exact type of what most houses will be in fifty or a hundred years' time, it at any rate shows progress.

From the exterior there is nothing unusual about the house, unless it is the total absence of a chimney. The gates cannot be opened from the outside, but as soon as the electric bell is touched, the portal swings slowly open and a mysterious voice, which seems to emanate from a small iron box near the gate, bids you enter. Stranger than anything else, the voice has apparently recognized you and calls you by name, if you are a friend of the family. If a visitor arrives after dark the same push button that rings the bell will light up the way. The gate swings in place as soon as you start towards the house. M. Knap, apprised electrically of your coming, will be found in the vestibule awaiting you.

With the first step inside the house a small device automatically cleans the soles of the visitors shoes.

Although the house is a museum of electrical inventions and conveniences the dining table is the greatest wonder. No servants wait upon the diners. At the touch of a hidden switch the table is flooded in many colored lights. Beside each plate is a little glass and metal cylinder which becomes small electric radiators at the touch of a button. Foot-warmers are also located under the table opposite each chair.

At the head of the table is a circular disk, its center tranversed by a curious metal strip with a groove like a miniature tramway. At the touch of a button the disk in front of M. Knap disappears as if by magic and in its place appears a steaming tureen of soup, which rapidly travels to the seat occupied by Madam Knap, while the sections close quickly and noislessly. If the ladle happens to be rather awkwardly placed the tureen swings around and places the spoon almost in her hand. All this is done by the press of a finger on two buttons under the husband's control.

After waiting for Madam Knap to take what soup she wants the tureen passes of its own accord around the groove in the table in front of each guest until all have been served. After it has completed the journey it disappears as magically as it came. In a few minutes a receptacle for dirty dishes appears and waits patiently for its load. There is no rattle of crockery, no danger from careless servants, no noise and confusion of waiters. In this wonderful way all the food, from the delicious juliene to the coffee and cigars, is served. If the room becomes slightly overheated the inventor presses another button and a cool, sweet-scented breeze fans the guests. The air is scented and cooled by passing over perfumed water.

After the dinner visitors are invited to inspect the wonderful house. The first place visited is always the kitchen. Here everything is done by electricity. Fixed to the walls are switches, meters, etc., for controlling the apparatus. The electric heat is applied direct and it only takes a few minutes to prepare the food. The dishes are all of aluminum, easy to clean, and each designed specially for its work. On the kitchen table are a number of electrical utensils, including a mincing machine, a miniature churn for producing fresh butter, a coffee grinder, a buffer and polisher, and even an electric dish washer. There was also shown the motor driven apparatus which waited on the table so nicely.

In the laundry the clothing is washed, dried and ironed by electricity. The guest chambers are heated and lighted and ventilated by the current. Electric bells, telephones and cigar lighters abound. A simple electrical device notifies the servants in the basement of a visitor at the front gate. By a series of mirrors the owner of the house can see his guest standing in the street. With the telephonic apparatus he can talk with him from the den and at the press of a finger the gates swing open or shut.

Not since the famous electric house in Schenectady, N. Y., owned by H. W. Hillman, of the General Electric Company, has such worldwide attention been attracted to a single dwelling.

HOG CHOLERA.

The greatest drawback to the hog industry which breeders in this country have to contend with is what is known as "hog cholera" and "swine plague."

Hog cholera is a highly contagious disease and unless checked is liable to carry off a great number of hogs in a very short time.

Mr. A. P. Williams, of Burnetts Creek, Ind., tells of an experience which he had with some hogs that had the cholera. "Five years ago," says Mr. Williams, "I was in the employ of Mr. J. D. Richardson, Lafayette, Ind., as his barn foreman, Some fine hogs that I was feeding took the cholera. I gave them Sloan's Liniment and did not lose a hog. Some were so bad they would not drink sweet milk and I was compelled to drench them. I have tried it at every opportunity since and always find it O. K."

Write for Dr. Sloan's free book on the treatment of Horses, Cattle, Hogs, and Poultry. Address: Dr. Earl S. Sloan, 615 Albany Street; Boston. Mass.

CASTORIA.

The Kind You Have Always Bought



An old-time hotel

HISTORY OF THE STEAMBOAT ON CHESAPEAKE BAY

The Story Of The Old Lines, Famous Ships and Celebrated Commanders.

"Will you take the water stage to Philadelphia?" The "water stage!" How astonished a Baltimorean of today, contemplating a northward journey, would be if asked such a question, yet very little more than 100 years ago in reply to a similar query he would doubtless have answered in the affirmative.

It was by boat that Capt. John Smith made his first exploration of the shores of the Chesapeake bay. The bird-like sails of the ship, The Ark, and of the pinnace Dove guided the pilgrimage of Cecilius Calvert and his company of adventurous gentlemen to the shores of picturesque Maryland, and it was by sailing vessels that Baltimore, located at the head of her noble waterway, established her commercial importance by exports and imports, first, between the rising city and foreign lands, and afterward between both distant countries and sister States.

A little more than 100 years ago there was introduced in place of the toilsome overland journey to Philadelphia what was known as the water stage.

The Baltimore City Directory for 1799 announces that "the Frenchtown packet starts from Bowley's wharf, at the south end of South street, every day at 9 o'clock, Saturdays excepted, and proceeds to Frenchtown, where the carriages receives the passengers and carries them to Newcastle, from which they proceed by water to Philadelphia."

These packets or sloops were known as water stages and Frenchtown was not the only point to which sailboats of this character ran.

THE TRIP TO ANNAPOLIS.

The directory of 1799 continues:

"The Chestertown packet sets off (like a horse) from Bowley's wharf every Saturday at 9 o'clock.

Also: "The Annapolis packet commonly starts (how exasperating to prepare for a journey and find your means of locomotion hindered by wind and tide!) from Cheapside, at the south end of Calvert street, on Sundays about 9 o'clock in the morning, and proceeds to Annapolis. The route is generally performed from 12 hours to a day, the distance being 35 miles by water."

By 1801 the directory records four water stages leaving Baltimore: for Frenchtown, Philadelphia, Annapolis and Chestertown. The chroncle continues: "There are also a number of other packets employed in transporting goods, passengers, etc., to Alexandria, Norfolk, Richmond, Petersburg and elsewhere that have no particular time for arriving or departing save their own convenience." Evidently the term "water wagon" of today had its origin in those remote times, since the City Directory of 1802 classes all such boats under the enlightening term "water stages."

These sailboats were owned by individuals—not companies—and the approaching advent of steam as a motive power for the propulsion of vessels was regarded at that time as but a dream indulged in by such visionaries as James Rumsey, born at the head of Bohemia river, cecil county. in 1743, who died ere his dreams came true, and Robert Fulton, whose genius was even then budding into the flower of a perfected invention.

Those were the days of the Baltimore clippers, those world-famed, Maryland-built boats acknowledged to be the almost perfect type of the sailing vessel. "Their admirable forms for the combination of stability with great speed and for holding their course; their long and slender masts and their unusually large spread of canvas, cutperfectly that none of the propelling force of the wind was lost or wasted, presented a rig exactly adapted to the model of their need and won them favor all the world over."

THE HARBOR WAS LIVELY.

The harbor of Baltimore must have presented a scene of silent and picturesque activity at the beginning of the nineteenth century. Sailboats flitting here and there like glancing swallows; sailing ships were like sea white birds vanishing over the horizon into the mysterious distance of the Atlantic Ocean.

Upon this peaceful scene entered in 1813 the busy, bustling, puffing steamboat, and her coming marked for Baltimore a new era in Water traffic and world communication. Small wonder the populace assembled in awestricken silence to behold her magical approach, for with her advent the old order changed forever, giving place to new.

The first appearance, in 1807, of the steamboat in American waters was attended by many curious impressions in the minds of those who saw a boat thus propelled for the first time. Mr. Colden, the biographer of Robert Fulton, in writing of the Clermont, Fulton's first practical steamboat, says she was described by persons who had seen her passing by night "as a monster moving on the waters, defying wind and tide and breathing flames and smoke."

Mr. Robert H. Thurston, the scientist, says: "This first steamboat used dry pine wood for fuel, and the flames rose to a considerable distance above the smokepipe. When the fires disturbed mingled smoke and sparks would rise high in the air." And Mr. Colden continued: "This uncommon light first attracted the attention of the crews of other vessels."

"Notwithstanding the wind and tide were averse to its approach, they saw with astonishment that it was rapidly coming toward them, and when it came so near that the noise of the machinery and paddles was heard the crews (if what was said in the newspapers of the time be true), in some instances, shrank beneath their decks from the terrific sight and left their vessels to go on shore, while others prostrated themselves and besought Providence to protect them from the approach of the horrible monster which was marching on the tides and lighting its path by the fires which it vomited."

AN ACCIDENTAL DISCOVERY.

The discovery that a steamboat could reverse her engine was made by accident. The engineer who made the discovery is believed to have been named Yeager. Capt. James Russell Gourley, for 53 years with the Weems Steamboat Line and now in the service of the Maryland, Delaware and Virginia Railway Company (which purchased the Weems Line) and in command of the steamboat St. Mary's, which was burned to the water's edge December 5, 1907, says that he often heard Capt. Mason Locke Weems tell of this incident.

The engineer as it appears, as he approached the wharf unconsciously reversed his lever and then, realizing his blunder and terrified lest the boiler instantly explode, sprang like an insane man to the dock and never stopped running until he had put many yards between himself and possible danger. There is a tradition that he was afterward killed in the explosion of the Medora.

Concerning the circumstances which led up to the introduction of steamboats on the Chesapeake bay, it is interesting to know that in the year 1806 to 1807 Lieut. Col. William McDonald (afterward General McDonald) and Andrew F. Henderson started the first line of packets from Baltimore to Philadelphia. It consisted of four sloops which ran to Frenchtown, whence freight was carried by wagons to New Castle, Del., and to Philadelphia by water.

About the same time Edward Trippe, of Dorchester county; John Ferguson, Jonas Owens, of Cecil county, and Captain Taylor started a new line to Courthouse Point, on the Elk river, whence passengers and freight were conveyed across the peninsula to a point a little below the present Delaware City and thence by sloop to Philadelphia. This line was from the first successful, so that Messrs. McDonald and Henderson proposed a consolidation under the name of the Union Line, which consolidation was effected.

Thus was laid the foundation of organized packet navigation on the Chesapeake bay. Soon afterward came the steamboat. Since then the bay ships have played a more prominent part than any other agent in the development of Baltimore.—Sunday Sun.

CASTORIA.

Bears the Signature of Chas. H. Fletcher. The Kind You Have Always Bought

1908 1908

ALL GOODS AT LOW PRICES!

WE OWN Hundreds of dollars worth of merchandise at 1906 prices—20 to 25 per cent. saved you is that much made.

Big Values Dress Goods

Serges all wool, colors blue, black, brown, yd.....50c to $1.00
Panama's all wool, greys, blacks, blues, yd .....50c to $1.00
Taffeta's all wool, black, brown, blues, yd.....$1.00

GINGHAMS AND PERCALES

Good Values in Silks

Blue, brown, black and white 36-in at yd.....$11.00 to $1.10

Outings-last year price

Plain blue, blue checks, 12½c values at.....10c

Plain pink, pink checks, plain cream, stripes, etc, savings of 25 per cent. plain white.

Muslins—3000 Yards

A Special Bargain in 9-4 Brown at.....26c
Also have a special Bargain in Remnants of 4-4 Bleeched, worth 12½ cents, at.....8⅓c

Underwear Specials

Ladies Ribbed Vests.....25c, 30c, 50c and up
Children's Vests.....12½c, 15c, 18c, 20c and 25c
Ladies Union Suits.....50c, 75c, $1.00, $1.25 and $1.50

Men's and Boy's in grades and prices to suit

Blankets, Blanke

White in 10-4, 11-4 and 12-4 at.....57½
Red in 10-4 and 11-4 at.....$5
Grey in 10-4 and 11-4 at.....57½

We own the above at last years prices.

Line of Carriage Ro

Lap Robes, Horse Blankets

We have them to suit, rich or poor. 7 per cent. disc during October, to start the Ball Rolling on Blankets Robes. A splendid line.

Choice Line of Carpe

Cotton Ingrains.....25c
Cotton and Wool Ingrains.....37c to
All Wool Ingrains.....65c
Brussell's Hall and Floor.....63c
Rag Carpeting.....

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New Line

Bo

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C

1 Beau
1 Fine
Toilet

Oil
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