# TO THE PUBLIC!

# Change of Business.

PLEASE TAKE NOTICE THAT WE HAVE SOLD OUR STOCK OF MERCHANDISE TO N. LIBERMAN who will take charge of same on Sept. 1st, 1903

WE WILL DEVOTE OUR TIME NOW to the

## Grain, Fertilizer, Coal, Cement,

ROAD MATERIAL,

Carriage and Boat Business,

which we will give our undivided attention.

ALL PERSONS INDEBTED TO US PLEASE SETTLE on or before Sept. 1. 1903.

oping to give the public our best attention in the above business,

We remain yours for business,

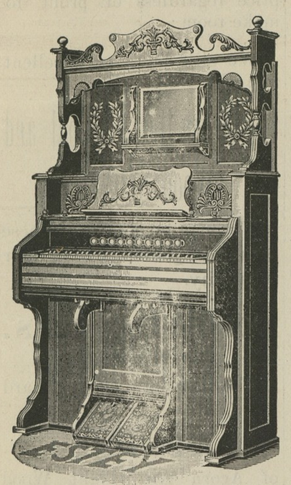
M. M. KASIN & SON,

Aug. 22, 1903. MELITOTA, MARYLAND

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Large parlor style, walnut or oak case, with mirror, two full sets of reeds, and double couplers, at

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**$10 Cash; $5 per Month.**

Stool and Book included.

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**Pianos.**

Write for catalogue and list of Second-Hand Instruments.

SANDERS & STAYMAN CO,

CHARLES AND FAYETTE STREETS, BALTIMORE, MD.

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NOTE.—MR. G. WRIGHT NICOLS, President and General Manager of the above company, being a native of Kent county, will take great pleasure in selecting an instrument for you and can save you the time and expense of a trip to Baltimore

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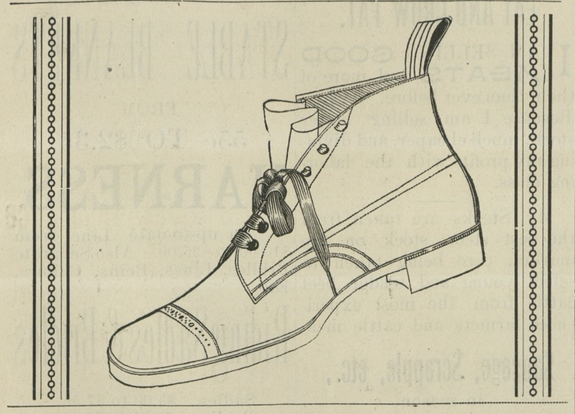
# Patent Snag-Proof Rubber Boots

The only Genuine Snagless Boot on the market.
Once bought, always worn.

Also, remember that I carry the most

## Complete Line of CHILDREN'S SCHOOL SHOES

in the county.



Come in and look my line over before you buy your winter Shoes and Boots. I am quite sure I can please you, both in the style and price you want.

T. G. WROTH, One-Price Shoe Man.

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## PENINSULA SHIP CANAL.

### Given a Big Boost at the Banquet in Wilmington Last Week.

The banquet given by the board of Trade of Wilmington, Del., on Friday evening last, to boom the project for converting the Chesapeake and Delaware Canal into a ship canal drew together a brilliant company of Senators, members of Congress, and other public men besides a number of representative business men and prominent citizens from Delaware, Maryland, Pennsylvania and New Jersey. Judge Geo. Gray presided, and the speakers were former Postmaster General Charles Emory Smith, former United States Senator Anthony Higgins, Alfred O. Crozier. of Wilmington, and Blanchard Randall, of Baltimore, President of the National Board of Trade.

Judge Gray pointed out the necessity and wisdom of the canal not only as an aid to national defense, but also as a means of ready union of the great ports of Norfolk, Baltimore, Philadelphia and New York, and incidentally dwelt upon the direct advantages that would accrue to Wilmington, midway between Washington and New York. Charles Emory Smith said that on the proposed waterway would stand the Norfolk Navy Yard, the National Capital, Baltimore, Wilmington, League Island and Philadelphia with much of the country's naval power within ready reach or call, with a short, impregnable line of communication available. Our national defense will in the future be strictly naval. Military invasion is simply impossible. But not only from the standpoint of naval strategy was the canal a necessity but likewise from that of commercial facilities.

Mr. Crozier called attention to the fact that the managements of the great Pennsylvania and Baltimore & Ohio Railways favored the canal, which President Loree of the latter system, had said would make Baltimore a real ocean port and save 200 miles on the route to New England while avoiding the dangers of the Capes. The canal would save 300 miles of water between Baltimore and Philadelphia, and thirty hours of time, and put Baltimore a day nearer to Liverpool.

Mr. Randall delivered a thoughtful address strongly endorsing the project from a local and national view point. He pointed out the interesting fact that Augustine Herman. the Lord of Bohemia Manor, first suggested the junction of the two bays, and also noted that the Chesapeake and Delaware Canal led to the building of the great Erie waterway which gave and continued to New York her long undisputed supremacy among our ocean ports.

There is no doubt that the banquet and the discussion to which it gave rise will have great influence upon the future of the project which can be executed, as one of the speakers said, at the cost of two or three battle ships and which, completed, would be worth a widely dispersed fleet of naval terrors as a means of national defense. The direct value of the construction work to Cecil county with the necessary distribution of money made by the building force along the route is too obvious to need statement.

## NO GROUND FOR DIVORCE.

A colored man and woman stepped into the office of Attorney McCansland, at Coffeyville, and said they want to get a divorce.

"On what grounds?" asked the attorney.

Graun's, boss? Haint, t got no groun's. Do we all haf to have groun's to git a divorce? Why, boss, we jus bofe 'greed to it. We bofe wants de divorce and we bofe 'greed to come and git it.

"You must have some grounds," re joined Mr. McCansland. Turning to the man he said:

"Does the old woman here treat you right? Does she look after you and cook your meals?

"Yes, boss, she do. She due treat me all fine."

Turning to the woman, Mr. McCausland said: "Does the old man ever beat you?"

There was the fire in the old lady's eye as she replied: "Well, I jist guess the ole man don't lick me any."

"Does he treat you all right—buy you your clothes and get you plenty to eat?"

"Yes. He sho do.

"You see, boss," broke in the old man, "I want to move to anothor place to live, and the ole woman she don't want to go wif me. Dat's why we want a divorce."

"Well, in that case you will have to go away from her and live apart for a year, and then you can get a divorce on the grounds of abandonment-

"Kain't we git no divorce in a shorter time dan dat, boss?" said the old man with supreme disgust showing all over his face. "I want to git another woman as soon as possible."

"I am afraid you can't," replied Mr. McCauslaud.

The couple slouched slowly out of the room, disappointment and disburst showing plainly.

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Do today's duty, fight today's temptations, and do not weaken and distract yourself by looking forward to things which you can not see, and could not understand if you saw them.—Charles Kingsley.

---

# RUTS

The walking sick, what a crowd of them there are: Persons who are thin and weak but not sick enough to go to bed.

"Chronic cases" that's what the doctors call them, which in common English means—long sickness.

To stop the continued loss of flesh they need Scott's Emulsion. For the feeling of weakness they need Scott's Emulsion.

It makes new flesh and gives new life to the weak system.

Scott's Emulsion gets thin and weak persons out of the rut. It makes new, rich blood, strengthens the nerves and gives appetite for ordinary food.

Scott's Emulsion can be taken as long as sickness lasts and do good all the time.

There's new strength and flesh in every dose.



**We will be glad to send you a few doses free.**

Be sure that this picture in the form of a label is on the wrapper of every bottle of Emulsion you buy.

SCOTT & BOWNE,
*Chemists,*
409 Pearl St., N. Y.
50c. and $1; all druggists.

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## THEATRE DISASTERS.

### History Records but One Greater Than the Iroquois.

With a single exception the destruction of the new Iroquois Theatre, Chicago, is fair to be the most theatre fatal holocaust on record.

The files of the Library of Congress show that more lives were lost in the burning of the famous Ring Theatre in Vienna, when 875 persons perished, only 580 of whom were identified and the others unaccounted for because of the utter inability of the authorities to identify and discover many who are known to have entered the theatre for the performance.

Prior to the Iroquois catastrophe the worst in the United States was the destruction of the old Brooklyn (N. Y.) Theatre while a performance of "The Two Orphans" was being given by Kate Claxton, December 5, 1876, when 205 lives were lost, including those of H. S. Murdock and Claude Burroughs. two favorites of the footlights in that period.

One of the earliest notable theatre fires on record was the burning of the original Drury Lane Theatre in London in 1671. This theatre dated back to the Stuart times in the reign of Charles I, prior to which "the Cockpit," one of the earliest of English theatres, existed on the site. With the advent of the Merry Monarch the first Drury Lane was built in 1663 and lasted 130 years, when it was replaced by the Drury Lane Theatre, which Garrick opened with a prologue by Samuel Johnson and which was burned in 1809.

Another famous fire of two centuries ago was that which destroyed the San Bartolomo Theatre in Naples, which was built by the Holy House of Incurables and witnessed the performance of all of Scarletti's operas. Nearly 140 years later another famous Italian theatre, the San Carlo, at Naples, built in the reign of Charles III, was burned. It occupied the site of the opera house of the same name which exists today.

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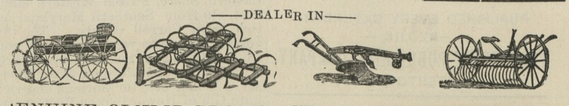
## How Jamaican Negroes Shave.

The Jamaican negroes, some of whom are great dandies in their way, make a soap out of cocoanut oil and home-made lye, ond a fine soap it is, smooth and fragrant. This coanut oil soap is used for shaving. When a man wishes to shave in the morning, he starts out with his cocoanut shell cup and his donkey-tail brush and a bottle. It is never any trouble to find an empty bottle in Jamacia, even in the mountains. At least twenty generations have lived there and thrown away the empty bottles. The man carries no mirror because he has none to carry. Not one negro cabin in a dozen has even a cheap looking-glass. But nature provides the mirror as well as the soap. The man goes to a convenient pool in the mountain stream, where the water is still, and there is his mirror. He breaks his bottle on a stone, and picks out a good sharp piece. Then he lathers his face profusely and begings to scrape away with his piece of glass, which works almost as well as a sharp razor.

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They proved the best and we are now taking orders for SPRING Trade

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## NEW CARRIAGE REPOSITORY.

Visit our New Carriage Emporium, where we have placed a fine selection of No-Top and Top Buggies, Surreys, Poles, Tops and Harness, Farm Wagons and Dearborns.

BLACKSMITHING, WHEELWRIGHTING AND ALL KINDS OF REPAIRING.

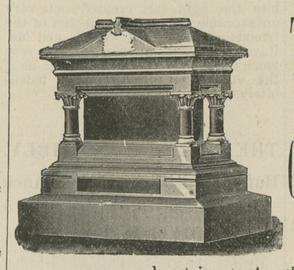
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