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KENT NEWS $1.50 a year

Tolchester Company

WINTER SCHEDULE
Weather and Ice Permiting

Every Thursday steamer will leave Fredericktown at 12 noon, Betterton at 1 p. m., Worton Manor 1.45 p. m., Tolchester 3 p. m., arriving in Baltimore about 5 p. m.

Will leave Baltimore Thursday at 7 a. m., for Tolchester, Betterton and Sassafras River Landings.

Tolchester Saturdays, January 3rd and 24th, February 14th and 28th, leave Baltimore at 7 a. m. and 2.30 p. m.; leave Tolchester 9 a. m. and 4.30 p. m.

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Miss Louise B. Russell

Holder of Teacher's Certificate from the Peabody Conservatory of Music,

Has opened a studio at her home on Spring Avenue and offers her services to those desiring to study the piano.

S. SCOTT BECK, Attorney.

ORDER NISI.

Harry Griffith, Trustee
versus
Louis H. Dreka

In the Circuit Court for Kent County
In Equity. No. 1779.

ORDERED, this 24th day of Dec., 1919, by the Circuit Court for Kent County, in Equity, that the sale of the real estate mentioned in these proceeding made and reported by Harry Griffith, Trustee, under power in a Deed of Trust from Louis H. Dreka, dated May 1, 1911, and recorded in Liber J. T. D. No. 23, folio 367, etc., a Land Record Book for Kent county. be ratified and confirmed, unless cause to the contrary thereof be shown on or before the 1st day of Oct. next; provided, a copy of this Order be inserted in some newspaper printed and published in Kent county, once in each of four successive weeks before the 26th day of January next.

The Report states the amount of sales to be $825.00.

A. PARKS RASIN, Clerk.
True Copy—Test:
A. PARKS RASIN, Clerk.
Dec. 27, 1919.

INSURANCE

BEST COMPANIES
LOWEST CURRENT RATES
JAMES G. BECK,
Chestertown, Md

A TRIP TO PACIFIC COAST

By Miss Georgia Porter, Worton.

My route lay over the Pennsylvania Railroad via Pittsburg to Chicago; the Chicago, Burlington and Quincy Railroad to Denver, Colorado; the Denver and Rio Grande Railroad to Salt Lake City, Utah; and the Western Pacific Railroad to San Francisco, California, requiring five day for the journey.

I left Philadelphia Friday afternoon, June 6. At 5.30 the porter passed through and announced, "Dining car in the rear. First call for supper." Every one took meals in the dining car during the entire journey, and we often stood in line in the vestibule for seats at table. All were well pleased with the service and meals, which ranged in price from $1.00 to $1.50.

Our first stop was at Harrisburg, which we reached at 6.45 p. m. I was much impressed with the picturesque scenery of this vicinity. As we approached the city, the track ran along the Susqueshanna river, skirted on the farther side by a range of green mountains—in reality the foot-hills of the Allegheny Mountains, which lay beyond. After leaving the city and crossing the river, our road rose to higher levels and among higher mountains until it was too dark to see them. Here, we had a thunder shower, but soon moved out of its area.

At nine o'clock the porter began to make up the berths upon our seats from bedding, etc., taken from compartments in the wall. I noticed that he placed all the pillows towards the engine, and learned that this was to avoid injury to the head, in case of accident. I slept, however, the other way, as seeming more natural.

The road was so rough we had difficulty in sleeping. We arrived at Pittsburg at 2 p. m. The next day we were traveling in Ohio and Indiana, via Columbus. We set our watches back at Newark, Ohio, to agree with Central time of Chicago. This city we reached at 5.15 p. m. Saturday, having made the run from Philadelphia in 25 hours.

At Chicago we were to change cars for Denver. As there were six hours to wait, I had supper at the station and took an observation motor bus for a ride in Lincoln Park and the Lake Front Boulevard. A lady that was traveling to California, got off the bus with me and returned to the station. When we entered the train at 11 p. m., the berths were made up, and we had only the curtained aisle to pass through, so we retired at once.

This road, the Chicago, Burlington & Quincy, was very easy running and we slept splendidly. Early in the morning, the porter woke me, saying "We are going into Burlington." "I don't change here," I replied, sleepily. "Well, you don't have to get up," he said. "What time is it?" I inquired. "Five o'clock."

We had crossed northern Illinois during the night and the Mississippi river shortly before reaching Burlington, Iiwa. At six o'clock I awoke again and looked out to see that we were traveling through a green, level and fertile country, much resembling the Eastern Shore of Maryland. There was much corn land, oats and clover. I was told that the wheat section lay to the north of us, in Minnesota, and the prairies to the south of our route.

This was Sunday. We reached the western border of the state of Iowa at 3.55 p. m., crossed the Missouri river and entered Omaha, Nebraska, on the other side. In Nebraska, were many large green oat fields. We crossed the most of this state during the night, and at McCook, the train officials set their watches back an hour at midnight to conform to mountain time, which was that of Denver.

We arrived at Denver at 7.30 a. m. on Monday, and changed cars here for Salt Lake City and the West. As we sat at breakfast, on leaving Denver, blue mountain ranges lay at some distance on either side, and also, here and there, were isolated peaks. From Denver to the Pacific Coast, mountains of some kind, were never out of sight. 75 miles south of Denver, at Colorado Springs, a blue line of high peaks were on our right. One of these was pointed out as "Pike's Peak, with the clouds hanging over it," nearly three miles above sea level.

Passing Pike's Peak, we continued directly south as far as Pueblo, Col., then turned and travelled in a westerly direction across the state. 45 miles west of Pueblo, near Canon City, began the highest and most beautiful mountain scenery along our route. Hence we passed through the Canon of the Arkansas river, ten miles in length. In this Canon, a continuous range of mountains, with rugged, snow covered peaks, lay at varying distances on our right and left, and the narrow, gushing stream of the Arkansas flowed in a chasm to the left of the track.

At close range, the mountains of Colorado were sparsely covered with pine trees. In the distance, they were blue and presented a succession of sharp pointed, gable-shaped peaks, more or less snow-capped.

At 2 p. m. when about midway the Canon of the Arkansas, we entered the narrawest part, known as the Royal Gorge. Here the granite rocks rose perpendicularly on each side of 3000 feet, or more than a half mile high, and the great chasm was 30 feet across. The rocks in the gorge were reddish and variously colored. The "Hanging Bridge," which carried the train at one point, was suspended from the rocks above on each side, over the turbulent stream. We were 30 minutes passing through the Royal Gorge slowly, and were thrilled by the beauty and sublimity of this natural wonder.

The observation car, at the rear of the train, was filled with spectators, but we could see very satisfactorily from our car windows. After leaving the Roya lGorge, the train continued in the canon for some miles and ascended to the highest point of its road-bed at Tennessee Pass, a height of more than 10,000 feet above sea level, with surrounding peaks several hundred feet higher.

Reaching Tennessee Pass at 7 p. m., the train began to descend, and next norning our high mountains had disappeared. Only a low ridge of apparent mud hills remained, on either side, with no vegetation upon them or the plains. This was in Utah. Later, the mountains rose to great heights in this state, but we were in a desert country and the mountains and plains were, more or less, covered with sage bush, resembling small cedars. Utah and Nevada were mostly dry and desert countries, unsettled, and with few stations. We travelled upon a lonely road, on single track and rarely saw another train. There were however, some interesting points in Utah.

We reached Salt Lake City at 12.25 p. m. on Tuesday. Here we set our watches back an hour to agree with Pacific time, which is three hours slower than Eastern time. When it is noon in New York and other Eastern cities it is nine o'clock in the morning in San Francisco.

An irrigated, agricultural section surrounded Salt Lake City, a large and progressive city with wide streets and modern improvements. Green shade trees shaded the streets and snow-covered mountains were behind the city. Salt Lake City was founded by the Mormons in 1847, under the leadership of Brigham Young, in the then unknown West. One-half the population are of this sect. Here, I learned, they have imposing temples and tabernacles, and raise crops by irrigation in the surrounding country. Two of our travelers stopped at this point.

Twelve miles west of Salt Lake City, we reached Great Satl Lake, a large and beautiful sheet of water, with changing colors playing upon its surface—blue, pale green, tan, with violet bands across it. These colors are due partly to the presence, in the lake, of quantities of "brine shrimp." The lake, including the salt beds on its coast, is 95 by 90 miles in area. We crossed a corner of it, 15 miles long—not on a bridge, as you may suppose, but upon a track built upon its bed, as the lake is shallow. Great Salt Lake contains so much salt that bathers cannot sink.

Further on, near the western border of Utah, we crossed the salts beds, like fields of snow. We were several hours passing their 87 miles of length. Here, the salt and admixture of olkoli is from 1 to 8 feet deep and is mined commercially. Some ladies got out at a station, gathered some and gave me lumps of it, which I tasted. The salt beds were originally a part of Salt Lake, now some miles apart.

That night, the last before arriving at our destination, we were traveling in Nevada. Near Winnemucca, at 2.30 a. m. I was awakened by a heavy jolt under my car, and the train stopped. Two of our sleeping cars had been derailed in passing a switch. The people in these two cars dressed and crowded into the observation car, while the other passengers remained in their berths. After three hours, an engine arrived and got our good cars together, leaving the other two, and at 5.30 we moved on, with the rosy dawn just breaking over the blue hills in the east.

At 7 o'clock breakfast was served in the diner, as usual, and we were very hungry from being up half the night. Many said they had premonitions of the accident, having trouble to sleep, and I must confess this was my own case. The accident occured on level ground, but we reflected what might have been the result, had it happened upon a narrow and single track, on dizzy heights, such as we had been traveling upon the morning before. Previous to this, we had felt the utmost confidence in our safety, but after the accident, we had some fears. There was much dangerous-looking traveling ahead of us on the last day.

In eastern California, we were still in dry and desert country, and were getting worn out with the dust and monotonous scenery. We bore it as best we could, rested upon our pillows, distributed by the porter, and moved about the car, taking any vacant seat and conversing with our traveling companions, some of whom we had come to know quite well in the five days.

In the afternoon of the last day, we were refreshed by the green and delicate scenery of Feather River Canon in the Sierra Nevada Mountains of California. We were several hours passing through the 106 miles of this canon and the 43 short tunnels in the road. Here the mountains rose perpedicularly to great heights in the form of towers, covered with slender pines and cedars and made frequest curves and loops, winding slowly through the canon, with the narrow, rushing stream in a chasm below. All were enthusiastic of the beauty of this scenery, which one gentleman said could not be excelled by that of the Alps.

From Feather River Canon, we soon entered irrigated low lands of California, with yellow wheat fields, grape vineyards, etc.

Our train was due in San Francisco at 7 p. m. Wednesday, but we were 3 hours late, owing to the accident.

I was to stop at Oakland, on the eastern shore of San Francisco Bay. Others were to go a little farther and take the ferry across the bay to San Francisco. Others, again, would change cars for the Southern Pacific Railroad to Los Angeles, in southern California.

When I got out at Oakland, a figure came running towards me out of the darkness. It was a former friend of Kent county, Mrs. Elsie Stephens Felch, whom I had not seen for many years.

We came by street car to Berkley, a beautiful town, wherein is located the University of California. I shall be here a month, and then go to Los Angeles, 500 miles south of this point.

My next letter will be on San Francisco and nearby towns.

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FOR FLETCHER'S
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DENTIST
347 High St., Chestertown.

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Sloan's Liniment Keep it handy

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H. W. VICKERS, Attorney.

RATIFICATION NISI

E. T. Eliason, Assignee,
versus
George W. Barroll, Caroline Barroll.

In the Circuit Court for Kent County,
In Equity. No. 2063.

ORDERED, this 9th day of Dec. 1919, by the Circuit Court for Kent County in Equity, that the Auditors Account and Report, stated and reported by S. Scott Beck, Auditor, in the above entitled cause, be Ratified and Confirmed, unless cause to the contrary thereof be shown on or before the 5th day of Jan. next; profore the 5th day of August next; provided, a copy of this Order be inserted in some newspaper printed and published in Kent county, once in each of two successive weeks before the 29th day of December next.

A. PARKS RASIN, Clerk.
True Copy—Test:
A.PARKS RASIN. Clerk.

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and it ought to be in every musical home, but space and cost sometimes prohibit the installation of a pipe organ. However, an

ESTEY

two manual reed organ, built on the exact principles and measurements of a pipe organ—and used in the studios of such organists as Gibson, Dethier and others—such an instrument closely approximates a pipe organ and has everywhere given great satisfaction. It can be built to the special specification of organist and to match the design of any room. Adapted for lodges. Call and hear it.

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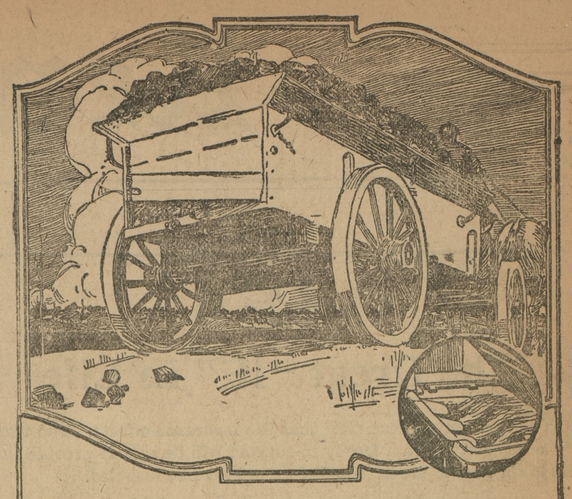

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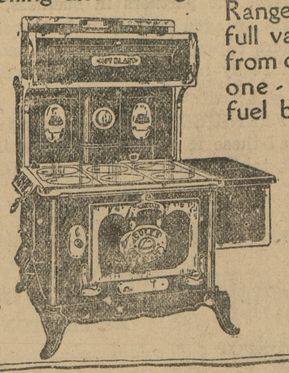

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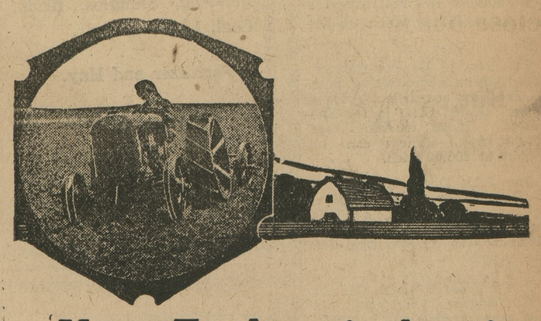

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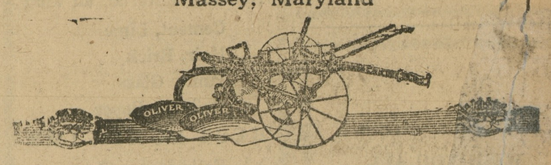

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