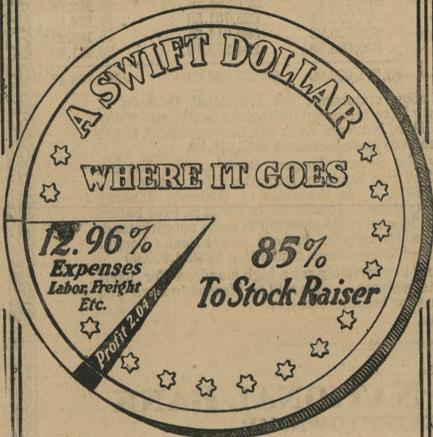


The Swift Dollar for 1918



The above diagram shows the distribution of the average Swift dollar received from sales of beef, pork and mutton, and their by-products, during 1918.

1919 Year Book of interesting and instructive facts sent on request. Address Swift & Company Union Stock Yards, Chicago, Illinois

Swift & Company, U.S.A.



SHALL I BRING THE FREE SEWING MACHINE To Your Home



The One Artical that is needed in every home--

a high-grade sewing machine. The saving on just two or three garments made at home will pay for it. Warranted for life and guaranteed against destruction of any kind for a period of five years.

Let us tell you more about it. We Allow You \$12.00 For Your Old Sewing Machine

JOHN BARTLEY
CHESTERTOWN MARYLAND

FOR SALE OR RENT

1. The Townsend store property and out-buildings, and one acre of ground.
2. Pomona Blacksmith shop.
3. Nice dwelling and one-half acre of ground, all situated at Pomona. Claude F. Parks, Chestertown, Md.

NOTICE.—Wheat and Corn wanted. Will buy at stations, Chestertown to Lambson, inclusive. A square deal all the time. We solicit your patronage. J. G. METCALF, Chestertown, Md. PHONE 209 Chestertown.

JOHN C. REDMILE, Kennedyville, Md. PHONE 63-31 Still Pond.

LOST.—Headlight off automobile going from Chestertown to CHIFFS, back to Pomona and on to Lanford school house and back to Brice's Mill. Finder will kindly leave same at this office. EDWARD J. CLARKE.

NOTICE TO Delinquent Tax-Payers

The Treasurer wishes to call attention to Chapter 261 of the Acts of 1918, providing for the collection of State Taxes.

This Act provides that State Taxes are due the first of July in the year in which they are levied, and if not paid by the first day of October in said year, interest of one half of one per cent shall be charged, if paid at any time during the month of October and interest of one half of one per cent shall be charged for each additional month or fraction thereof that such taxes remain unpaid. Said State Taxes shall be in arrears on and after the first day of January succeeding the date of Levy, AND IT SHALL BE THE DUTY OF SAID COLLECTORS, TREASURERS, AND OTHER OFFICERS WHO MAY BE CHARGED WITH THE COLLECTION OF SAME IMMEDIATELY THEREAFTER TO PROCEED TO COLLECT SAID TAXES IN AREAS IN ACCORDANCE WITH THE PROVISION OF THE LAW FOR THE COLLECTION OF DELINQUENT TAXES.

As the Treasurer has no option in this matter, he will proceed to collect all taxes remaining on Tax Books after February 15th, 1919.

Very respectfully yours,
HARRY E. TAYLOR,
County Treasurer.

Toulson's Pharmacy

"CALL US UP."
Your telephone directly connects you with our drugstore at all hours of the day. If there are any drug-store needs you want in a rush—or not—any time, just ring us up and give us your order; we will deliver the goods anywhere.

This brings our store right to your door just when you may need us most, in time of accident or emergency, or when the weather or anything else prevents a trip to the drug store.

Have us call for your prescriptions, fill them and return them "Rush." It costs you nothing extra at all.

Toulson's Pharmacy
(The Store With a Conscience)
Toulson Bldg., Chestertown Md.

Lofland & Culp

Dealers in Stoves Heaters and Ranges

- Hardware, Tools and Cutlery.
- Roofing and Spouting in all Branches by our expert mechanic, Mr. Hopkins.
- Heater and Range Work of all kinds.
- Lion and Page Woven Wire Fence.
- Hog Wire and Plain Galvanized Wire.
- Poultry and Garden Fence, galvanized.
- Wagon Harness, Hames and Chain Traces.
- Grub Hoes, Bush Axes.
- Guns and Cartridges.
- Ice Skates—full line.

All Orders Promptly Executed.

LOFLAND & CULP
Chestertown, Maryland.

L.A. Pennington & Co

Kennedyville, Md., DEALERS IN

All Kinds Lumber and Hardware, Including

- Mill Work, Fencing Material
- Siding, Flooring, Shingles,
- Roofing Felts of all kinds,
- Galvanized Roofing, Lime Hair
- Cement, Putty, Glass, Farm
- Gates, Truck Baskets, and
- Hampers, Oil Paint, and
- Varnish. Give us a call

L. A. PENNINGTON & CO.
Hardware Store on Main St.

400 LOCOMOTIVES SENT TO FRANCE

Dispatched Intact, Ready for Steam, by the Army Transport Service.

1,200 SHIPPED IN SECTIONS

Record of 12 Days Made From Shops in This Country to Lines at the Front—Great Work Is Now Revealed.

Washington.—Shipment of American-built steam locomotives, each weighing 73 tons, and assembled all except the smokestack and the tender, so that they could move away under their own steam within a few hours after their arrival in France, was among the accomplishments of the United States army transport force under stress of war, and has since been continued.

More than 400 of these locomotives were so shipped from New York in a few months, it was learned here with the lifting of the war censorship regulations, and these were in addition to 1,200 which were shipped in sections, nine to a locomotive, packed in cases. The ships used to transport the locomotives complete were of a special type with three holds, each hold measuring 60 by 102 feet, entered by hatches 39 feet wide and 42 feet long.

Into each of the three holds were placed 12 locomotives—36 to a ship. A bed or flooring on which they rested for the voyage required more than 3,000 tons of steel rails. The locomotives when in position were braced with heavy wooden beams and the space between the boilers to the level of the top of the steam dome packed solid with highly compressed baled hay.

Compressed Hay Under Flooring.
On this hay another flooring was laid, and on this floor was placed the tenders—the smokestacks, with more baled hay or other light cargo, packed in the space where coal is to be carried. On top of the tenders was packed still more cargo to the deck level, and during the "rush days" the above-deck space filled with crated airplanes. When completely loaded with the 36 locomotives and other cargo each vessel was carrying a dead weight of 14,000 tons in addition to ship machinery, bunker coal and crew supplies.

The loading of the locomotives is an interesting sight. Special railroad barges carrying 14 of the steel monsters are made fast alongside a 100-ton capacity floating derrick barge, in turn made fast to the ship. An ordinary sling of steel wire is placed around the forward end of the boilers, another under the supports to the cab, the signal given and the locomotive lifted 40 or 50 feet in the air, swung over and gently loaded into the ship's hold. The whole operation required but 20 minutes, and it was accomplished with the same ease and the same lack of excitement as prevailed on board a steamship at an adjoining dock which was taking on board 500-pound bales of cotton.

The idea of shipping locomotives complete was conceived when army transport officers were informed that England was shipping them across the channel ready to move away on arrival.

"America Can Do It."
"If England can do it, so can America," an officer said, and he straightway commandeered a fleet of ore-carrying vessels which were constructed with hatches large enough to permit the handling of such freight.

When the movement was at its height the following time was recorded for the movement of a locomotive from its builders to its base of action behind the battle lines: Shops to New Jersey terminals, 24 hours; from rail to barges, 6 hours; from terminals to ship side, 6 hours; barge to ship, 20 minutes; New York to France, 9 days; ship to army rail lines and hooked up to a transport train bound for the front, 6 hours; a total of less than 12 days.

Handling of 73-ton locomotives as if they were but one-tenth of their weight is only a small part of the tremendous work that has been under way at army transport piers since the United States transport service attained full swing.

MaJ. Dan O'Brien, marine director, an officer who has won his rank by more than 20 years' service in every part of the United States, Cuba, Mexico and the Philippines, where transport facilities of the army were centered, is the man who handled the locomotives.

Thieves Return Loot.
Iowa City, Ia.—When Mrs. Wolfe of this city went down town recently she left her door unlocked. Robbers broke in and stole a sapphire ring, a watch, a necklace and a purse containing \$75.

Next day the thieves returned the stolen property, leaving it on her front steps.

Calls "Spade a Spade."
Youngstown, O.—The Mahoning county War Savings stamp committee comes out in plain language and calls a "spade a spade" in talking of those who fail to meet their stamp pledges. "They are refusing to feed the army of occupation in Europe," the announcement says.

Arlington L. Sparks

Chestertown's Best Store



A Fine Display

—OF—

Fall and Winter Millinery

New Dress Goods

In all the Newest and Most Popular Shades

A FINE ASSORTMENT LADIES' WAISTS

Everything For

Fall & Winter

Come and Look Them Over

Arlington L. Sparks

Chestertown Maryland