





# THE CARROLL RECORD.

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All advertisements for 2nd and 3rd pages  
must be in our office by Tuesday noon,  
each week; otherwise, insertion cannot be  
guaranteed until the following week.

HERE IS ONE of the latest political  
papers. A father and son are reading the  
newspapers. The boy says, "Pa, what  
is a mugwump?" "My son, that is a  
Republican who votes the Democratic  
ticket." "But, father, what is a  
Democrat who votes the Republican  
ticket?" "Oh, my son, that is a very  
different thing. He is a son of a gun!"

ANTI-ADMINISTRATION papers have  
been howling, "Dismiss Minister Bowen  
now!" Now that he has been dismissed,  
the surprise is so dumbfounding that  
our advisory contemporaries have ap-  
parently lost their wits. They have  
not acknowledged the propriety of the  
act. And, not so long ago, the same  
wise men were asking for a general in-  
vestigation of all the Federal depart-  
ments; but now that this investigation  
is assured, no acknowledgment is being  
made of the answer to their prayers.  
What?

## Responsibility and Wrecks.

Railroad wrecks are often examples of  
the terrible results of unperformed duty,  
and of the existence of customs and en-  
terprises, which fail to take proper ac-  
count of the value of human life, for the  
sake of gaining notoriety. At best, rail-  
road is a dangerous business. When-  
ever powerful agents are employed—har-  
nessed for work—there are always con-  
tingencies which cannot be provided  
against because it is impossible to foresee  
them, and because the mind is not quick  
so keen to prevent as it is to invent, nor  
so prone to act as to prosecute.

As long as railroads are operated for  
money-making, in addition to the many  
chances which attach to the operation of  
breakable machinery there is the addi-  
tion of the spirit of saving expense which  
tends toward the decrease of efficiency;  
and, in addition to both, we have in em-  
ployees and managers the questions of  
incompetency, carelessness and bad  
habits to contend with, all of which add  
materially to the risk, not only of the  
strictly speaking railroad life, but of rail-  
road travel and business in general.

It is a question impossible of settle-  
ment, perhaps, as to just how the mini-  
mum of risk to life and property may be  
reached. Brains cannot be legislated  
into managements, nor can motives be  
made transparent. It is also out of the  
question to decide, for all, just what  
liberties properly belong to railroad  
managers, and just how far the public  
interest—or what constitutes public in-  
terest—must be observed. For instance,  
the recent record-breaking wreck made  
on the western roads, justifiable and  
desired, or should the speed of trains be  
limited by law? We incline to the latter  
belief. True, one has the option of  
patronizing the slower trains, but we be-  
lieve in the necessity, at times, for pro-  
tecting persons against themselves.

In general, the railroad business can  
be grounded best on but one basis. From  
President to newsboy only strictly hon-  
est, intelligent and sober men should be  
employed. It is a mistake to assume  
that anybody, possessing some intelli-  
gence and the necessary physical strength,  
is fit to be a trackman or freight  
brakeman. As long as the promotion  
system is in force, and as long as the in-  
competence of the subordinate may  
easily endanger the lives of the noblest  
and best, there is ever present the ne-  
cessity for the apparently least important  
links of the chain to be perfectly safe and  
sound.

Even the best railroad system in the  
world, as to its general management, de-  
pends on a sound road bed, and this de-  
pends on the track-walker and the sec-  
tion gang. The most perfect engine de-  
pends on the soundness and honesty of  
its construction, and this depends, in a  
measure, on the subordinate in the shops.  
The promulgation of the most important  
orders, depends, perhaps, on the man-  
ner of writing and ability to read, learn-  
ing while at school. Steadiness of nerve  
and clearness of vision depends on the  
habits of the individual formed years  
ago. Truly, there are no places anywhere  
in the railroad life for the ordinary man,  
or doubtful character.

A sound mind in a sound body, bal-  
anced by sound morals and high Chris-  
tian character, forms a combination  
everywhere at a premium, and nowhere  
more so than in the transportation of  
precious human lives. It ought to be a  
crime for any railroad to employ a man,  
in any capacity, known to be immoral or  
intemperate, and this is true, indeed, in  
whatever capacity one may work where-  
in he directly holds in his power the lives  
of others. It is a horrible thought to con-  
template that the destinies of the earth's  
noblemen—of innocent women and chil-  
dren—rest on the work of men's minds  
and hands.

In a broad sense, the same principles  
which apply to the prevention of rail-  
road wrecks, apply to all other wrecks—  
and there are many—both of material,  
character and fortune. When we regard  
carelessly our duties as citizens we are  
preparing to injure society. When we  
fail to obey the laws which stand for a  
correct life, we are inviting disaster. When  
we allow ambition and selfishness to  
displace our better self, we are creating  
trouble for ourselves and others. In  
whatever way we depart from the Divine  
laws we are contributing in some way  
toward a wreck for somebody.

## The Labor Problem on the Farm.

The farmers, as a rule, are very short  
of help, and it is with difficulty that they  
harvest their crops. In many cases, the  
father and several small children of both  
sexes, and occasionally the wife, must  
turn a hand to do the best they can, de-  
pending on favorable weather, and im-  
proved machinery to do the rest, during  
the harvest that twenty years ago em-  
ployed a half dozen or so men. Those  
who are fortunate enough to have strong  
boys of their own, or plenty of outside  
help, are the exception and not the rule.  
This means two things; that farmers  
in the course of time will break them-  
selves down with overwork, and that

crops, under unfavorable conditions for  
one-man work, will suffer. It may mean  
another, and better thing—the division  
of large farms into small ones, which in  
time will lead to better worked, more  
profitable, and solve the problem of  
how to keep the young man on the  
farm instead of compelling him to go to  
the city, or to manufacturing towns.

The scarcity of help also results in tak-  
ing better care of that which remains  
than was formerly given "day hands"  
when help was plenty. The condition  
also conduces to a stronger neighbor-  
hood fraternity; it is more clearly ap-  
parent now than ever before that it is ne-  
cessary to live in peace and harmony  
with one's neighbors, in order that one  
may help the other, and thus accom-  
plish, jointly, results which can but with  
great difficulty be accomplished singly.

But, while there is a measure of com-  
pensation for the difficulties of the situ-  
ation, and farm work still seems to get  
done somehow, it is nevertheless true  
that things are becoming more serious  
each year and the time must come, har-  
ing unlooked for relief, when the large  
farm must go; for there is a limit to what  
one man can accomplish and what ma-  
chinery can be made do—until brains  
and self-direction can be put into inani-  
mate wood and iron, there is no other  
conclusion.

## Life Insurance.

The investigation of the affairs of the  
Equitable Life Insurance Company with-  
out doubt causes all companies more  
or less uneasiness, and operates to  
some extent against the securing of new  
business. Whether or not the investiga-  
tion will involve the ultimate regulation,  
by further legislation, of the insurance  
business of the country, remains to be  
seen, but it is not improbable that in  
the not distant future it will be neces-  
sary for it to be shown that present  
methods and regulations are perfectly  
legitimate and sound, and that the policy  
holder is undoubtedly assured that the  
contract with him can, and will be, car-  
ried out to the letter, not only now but  
in the future.

During the past twenty years life in-  
surance has departed from the plain life  
plan—payment of stipulated sums on  
death—and entered into such a maze of  
investment, or speculative, policies, that  
it is most difficult to follow them. In-  
deed, it is probable that in the competi-  
tion for business and in the introduction  
of so many new and attractive features,  
ultimate results are more a matter of  
chance and uncertainty than even the  
brightest and best informed insurance  
solicitors are willing to admit, and if this  
be in the slightest true, then there should  
be a halt called and the business placed  
on a strictly sound and legitimate basis.

That life insurance and fire insurance  
are safeguards of the first importance  
is not the slightest question of doubt.  
But, like all other good business propo-  
sitions and agreements they must be  
backed by soundness and integrity. It  
is also equally true that the chief end  
and aim of life insurance should be the  
same as that of fire insurance—indeem-  
nity in case of loss—and that it is in  
the departure from this aim that the specu-  
lative features have crept in, and the  
measure of doubt as to the value of in-  
surance increased.

While insurance as a National institu-  
tion is such an immense scheme of bank-  
ing, premium getting and loss paying, as  
to command both the management and  
patronage of the wisest heads of the  
nation—while it is the highest exem-  
plification of scientific finance—there are  
still features which even the average  
mind can comprehend, and conclusions  
can be intelligently reached, and among  
these is the one that the time is rapidly  
coming when the investor must be as-  
sured that the public interests rest  
not alone on confidence, and statements  
of figures, but on absolutely incontro-  
vertible knowledge of just what each  
policy holder is entitled to, and that he  
will get it when the contract matures.

It is to be hoped, therefore, that by  
some means it can be demonstrated that  
insurance, as it is at present conducted,  
is a sound investment, and that man-  
agement, perhaps, in one case, shall  
not lead to loss of public confidence, nor  
to the knowledge that like conditions  
prevail in all large companies. The in-  
vestor must be protected and be a par-  
ticipant in legitimate profits, paying out  
for his protection such a sum as may  
be required by a wise and economical  
administration of his interests.

## Blind Horses, Good Roads and Automobiles.

C. V. Sneed, the well known Veteri-  
nary Surgeon who edits the veterinary  
page of the *Tribune Farmer*, recently  
contributed to that paper the following  
article which contains a number of new  
ideas on the general subject of automo-  
biles, their use and abuse:

"I am now travelling in the Middle  
Western States, visiting agricultural col-  
leges, experimental stations and breeding  
establishments, trying to learn a little, so  
that I may be able to answer the num-  
erous questions put to me as your veteri-  
nary editor. I had a poster asked me the  
other day in Cleveland. I was asked to  
advise as to the most humane way to de-  
stroy the sight of a horse, so the eyes  
would not look bad, yet the horse would  
be entirely blind. I consider myself of a  
make-up that is hard to knock out in the  
first round, but this question came pretty  
near to me. My study of the horse has  
been largely devoted to saving his sight  
and not destroying it. But I managed  
to gasp and ask: 'What in the name of  
sense do you want a horse's eyes put out  
for?' The propounder of the question  
by the way, was a dealer in horses. His  
answer was: 'Some of the automobiles,  
built as they are, stir a pattern of blind-  
ness to what the heathen Chinese formerly  
used to scare away devils with and in-  
timidate their opponents in battle, are  
so scary to horses that blind horses are  
in great demand. People are afraid to  
drive a horse on the country roads or  
ride behind one, and are asking for blind  
horses that can 'see the hidden things.'"

Now, I want to ask a question for some  
one to answer: Is it not pretty near a  
mad state affairs when a pattern of blind-  
ness, the beast that neither gets into  
nor commerce nor war can be success-  
fully prosecuted without, has got to have  
his eyes put out to gratify those who  
wish to tour the country roads with  
automobiles? Farmers all over the land  
who have previously worked for im-  
proved highways are now being urged to  
work them, and are also opposed to state aid  
in making them better, simply because  
the automobile owner will drive them off  
of the roads.

Now, I am one who wishes to be reason-  
able in all things. The automobile has  
a place, and is being made a machine of  
utility as well as a thing for footle com-  
mit suicide and murder with. I would  
not wish (even if it could be done) that  
automobiles be condemned as misuses.  
There are millions invested in them, and  
there are those with millions behind them  
who ride in them, but that should not  
give them the privilege of riding every-  
one else down. The automobile is the  
noble horse having his eyes put out.  
A decent looking automobile any decent  
horse will have sense enough to learn  
not to hurt him. Why can laws be  
passed in the various States regulating  
the style of the automobile? Make it so  
that it will be a respectable, respectable,  
instead of a hideous monster. Then give  
the driver of it privilege to use it in a  
manner that will insure safety to other  
people's lives, and not use them as  
will the farmers of the land be largely in  
favor of improved highways. Every day

I hear it said: "I would like a good road  
to haul my produce to and to drive  
over in going to town or city, but I  
have it the automobiles will be on it, and  
I can't go in safety; no longer could I  
in time will lead to better worked, more  
profitable, and solve the problem of  
how to keep the young man on the  
farm instead of compelling him to go to  
the city, or to manufacturing towns."

Yes, I know of roads in the State of  
New York, where large colonies of  
horses, where not a day's work has been  
done to improve them in three years,  
simply because if they were made good  
the automobilists would use them. Is the  
farmer to be driven to the byways and  
cattle trails through the woods in order  
to get to his market place, simply be-  
cause the fools of the city with more  
money than brains wish to ride in some-  
thing hideous and endanger human life,  
to say nothing of killing livestock and  
causing accidents?

No, I don't know of any humane way  
to create blind horses, and I don't think  
that the societies for the prevention of  
cruelty to animals will ever permit the  
practice. Restrict the manufacture of  
the "auto," and then restrict the driver  
of the "auto," and employ officers  
enough to see that he lives up to the law  
and there will be no need of blind horses,  
neither will the "auto" need to be driven  
off the highway. This is the only way  
to carry out your wishes. Be not radical  
in the matter. Don't shoot the automo-  
bile driver if he kills your child, kills a  
cow, or even if he runs over your child  
on the way to school and kills it. It's  
only an accident; he is doing only what  
the law permits him to do. It is the  
judging from the penalties which are in-  
flicted—or not inflicted.

## Maryland Farmers.

Farmers in the central and western  
counties of the state are the best farm-  
ers in Maryland because they have to  
rely wholly upon the products of the  
soil for their livelihood. On the Eastern  
Shore the farmer diversifies his occupa-  
tion. He is a fruitgrower, a trucker, or  
perhaps, a farmer in summer and an  
oysterman in winter. In Southern  
Maryland he is essentially a planter and  
cultivator of tobacco, with oystering and  
trucking as side occupations. In Alle-  
gany and Garrett his opportunities are  
limited to small valleys and precipitous  
mountain sides. His prosperous future  
will be found in cattle and sheep raising  
after the mountains are denuded of their  
forests.

The progress of the typical, the sci-  
entific farmer of Western Maryland is in  
evidence just now, for it is in June that  
his wheat ripens, his corn reaches its  
healthy boyhood age, and his hay is  
ready for the first visit of the mower.  
The fields look greener, the dwellings  
appear larger and more tidy, the barns  
are bigger, the fences are stouter, the  
horses and cattle are more sturdy than  
a score of years ago. These improve-  
ments denote just as surely as statistics  
the advances which the Western Mary-  
land farmer is making. He may not  
perceive it, but this progress is evident  
to the traveler whose journeys amid the  
farms are far apart.

The cause of this prosperity is not  
hard to find. The Maryland farmer has  
learned two important lessons. He now  
knows the value of variety in his crops.  
He does not confine his activity to grow-  
ing wheat and corn alone. He has learned  
that these cereals can be produced on  
the fertile prairies of the West cheap-  
er than on partly exhausted farms of the  
East. He has made his land yield other  
crops than wheat and corn. He has be-  
come a dairy expert. He knows the  
value of the proximity of markets for  
vegetables and fruits. Poultry-raising,  
which was once relegated to the care of  
women already too much occupied with  
household duties, is becoming an ex-  
pert and profitable industry. There is  
abundant room for its extension.

Another lesson learned is that soil can-  
not be made to yield perpetual crops  
without fertilization. He is returning to  
the soil as much as he took from it. He  
is avoiding the fate of exhausted land  
which has overtaken New England.  
The advance which the Western Mary-  
land farmer has made in the last quar-  
ter of a century is but a hint to the fur-  
ther advance which awaits him. With  
the increased knowledge of the science  
of land tilling, with markets near at  
home which are constantly enlarging,  
with the cheapening of rates of transpor-  
tation, and with the introduction of those  
economies which the farmer must study  
and apply as closely as does the suc-  
cessful merchant or manufacturer, the fu-  
ture is fraught with possibilities of great  
prosperity. To increase those possi-  
bilities, to make his life less burdensome,  
energetically and even enthusiastically  
arouse himself from his indifference on  
the condition of his roads.—*Balt. Ameri-*

## One Dollar Saved Represents Ten Dollars Earned.

The average man does not save to ex-  
ceed ten per cent of his earnings. He  
must spend nine dollars in living ex-  
penses for every dollar saved. That be-  
ing the case he cannot afford to be too  
careful about unnecessary expenses. Very often  
a few cents properly invested, like buy-  
ing seeds for his garden, will save sev-  
eral dollars on any later crop. The same  
in buying Chamberlain's Colic, Cholera  
and Diarrhoea Remedy. It costs but a  
few cents, and a bottle of it in the house  
often saves a doctor's bill several  
dollars. For sale by R. S. McKinney,  
Druggist, Taneytown, Md.

## Mr. Haman's Work.

Mr. B. Howard Haman has been do-  
ing work of great value in this state for  
several years. There is in it a spirit of  
enlightened patriotism which is altogeth-  
er admirable, says the *Baltimore Herald*.  
He has intelligently, boldly and per-  
sistently kept the oyster question at the  
front. He has made personal sacri-  
fices and has put into his labors an  
enormous amount of energy. The oppo-  
sition he has encountered would have  
dismayed ninety-nine men out of a hun-  
dred, but it seemed only to increase the  
intensity of his purpose and to make  
him all the more determined to fight out  
his battle to the end.

It is prejudice pure and simple that  
Mr. Haman is encountering, and an  
illustration of it was his experience in  
Queen Anne county, on Saturday last,  
when a few hostile oystermen sought to  
deny him even the courtesy of a hearing.  
Such a thing is so foreign to the fair-  
play character of Maryland that it does  
not seem to belong to this state. This  
experience will be valuable, because  
it will arouse the proper resentment in  
other quarters and will assure to Mr.  
Haman better treatment. The value of  
it now is to emphasize the importance of  
oyster reform by showing that the oppo-  
sition to a sensible law proceeds from  
prejudice and ignorance instigated lar-  
gely by politicians of the baser sort.—  
*Cuttingsville Argus.*

## Indigestion Cured.

There is no case of Indigestion, Dyspep-  
sia or Stomach Trouble that will not  
yield to the digestive and strengthening  
influence of Kodol Dyspepsia Cure. This  
remedy takes the strength off the stomach  
by digesting what you eat and allowing  
it to rest until it grows strong again.  
Kodol Dyspepsia Cure affords quick and  
permanent relief from indigestion and  
all stomach troubles, builds up the sys-  
tem and so purifies that disease cannot  
attack and gain a foothold as when in a  
weak condition.—Sold by J. McKellip,  
Druggist, Taneytown, Md.

# Ayer's

Do you like your thin, rough,  
short hair? Of course you  
don't. Do you like thick,  
heavy, smooth hair? Of  
course you do. Then why  
not be pleased? Ayer's Hair  
Vigor makes beautiful heads  
of hair, that's the whole  
story. Sold for 60 years.

I have used Ayer's Hair Vigor for a long  
time. It induced a wonderful hair growth,  
restoring health to the hair and scalp, and at  
the same time, proving a splendid tonic to the  
system. Dr. J. W. TATCHEL, Med. Ind. T.

Weak Hair

## Rush of Immigration.

Announcement is made that another  
steamship line will be established to run  
between Italian ports and New York.  
This line will have five new boats, and  
it will cater to the immigration business,  
because the existing facilities for trans-  
port of this kind between Italy and the  
United States are not equal to the de-  
mand. Commenting on the character of  
the immigration from Italy into this  
country, the New York Mail observes  
that out of 41,428 Italian arrivals in this  
country during the month of April, only  
4,075 were females, or nine per cent, as  
against twelve per cent in April of the  
preceding year.

From this fact the Mail argues that  
the present influx of Italians constitutes  
what is called a camping-out immigra-  
tion, or, in other words, a merely tempo-  
rary addition to the population of the  
country. It makes the point that it is  
evidence that most of the men who have  
thus come to this country have come  
here only to stay until they can save  
enough of their small daily wages to  
enable them to go back home with a capital  
which will make life in sunny Italy yield  
more comforts than it does now. Hence,  
this immigration is not desirable.

But it must be borne in mind that  
many of these immigrants will in the  
course of time be joined by their fami-  
lies, and that, while it is doubtless true  
that many of them do not intend to set-  
tle in this country permanently, yet a  
large percentage will doubtless do so.  
Still, it is a fact that wholesale immigra-  
tion under the padrone system is a thing  
to be condemned, and if it is shown that  
the present immigration is of that char-  
acter, then we merely have another im-  
migration problem added to our already  
long list.—*Buffalo Express.*

Say you "saw it in the REC-  
ORD," when attracted by an ad-  
vertisement.

## Hall's Business College

Imparts the following excellent curriculum  
to the highest degree of efficiency: Orthog-  
raphy, Correspondence, Commercial Law, Busi-  
ness Arithmetic, Book-keeping, National  
Banking, Cashiering, Stationery, Penmanship,  
Civil Service, Expert Accounting, Filing,  
Letters, Copying, Manuscripts, and all  
branches of shorthand and typewriting.  
There is no other school in the State that  
teaches so much in so short a time.  
HALL'S BUSINESS COLLEGE  
Supplies the student with all necessary books  
and stationery free of charge.  
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## EXECUTORS' SALE

### Desirable Small Farms!

By virtue of power and authority contain-  
ed in the last will and testament of Ephraim  
Rowe, late of Carroll county, deceased, and  
by order of the Orphans' Court of Carroll  
county, the undersigned, executor of said de-  
ceased, will sell at public sale, on  
TUESDAY, JULY 18th, 1905,  
at 10 o'clock a. m., on the first described prem-  
ises, the following desirable real estate:  
1st.—SMALL FARM OF 25 ACRES,  
of land more or less, improved by a dwelling  
house, bank barn with wagon shed and corn  
crib attached, and other buildings. There is  
a never failing well of water at the house and  
one at the barn. The land is in a good state  
of cultivation, part in timber, and there is  
good fruit on it.  
2d.—FARM OF 15 ACRES,  
of land more or less, improved by a good  
dwelling house, good bank barn and corn  
crib attached, and other buildings. There is  
a never failing well of water at the house and  
one at the barn. This land is in a good state  
of cultivation, part in timber, and there is  
good fruit on it.  
3d.—FARM OF 75 ACRES  
and 3 square perches of land, more or less,  
improved by a good dwelling house, a good  
bank barn, wagon shed with crib attached,  
and all necessary outbuildings. A never fail-  
ing well of water at the house, also one at  
the barn, and running water at the house.  
This land is in a good state of cultivation, part  
in timber, and part in corn. There is a well  
on the place. There will be a right of way  
given to 16 ft. of land for an open road from  
this farm to the public road.  
Also, at the same time and place, a lot of  
chestnut post and rails.  
These farms are situated in Uniontown dis-  
trict, Carroll county, on the road leading from  
Uniontown to Middleburg, 2 miles from the  
former and 8 miles from the latter place,  
and adjoin land of Daniel Diehl, Frank  
Bankard and others.

Terms: One-third of the purchase money to  
be paid cash. Executors on day of sale or the  
ratification thereof by said court, and the re-  
maining two-thirds to be paid in cash, or the  
balance to be secured by the bonds or other  
security of the purchaser or purchasers, with  
interest from date of sale or cash at the option of the  
purchaser or purchasers.  
SALLIE C. MCGEE,  
WALTER SELBY,  
J. N. O. Smith, Auctioneers.  
6-24-05.

## ROAD NOTICE!

Notice is hereby given that all parties  
concerned that we, H Ezekiah Hawe,  
Edward Shorb and Addison Martin, a  
commission appointed by the Commis-  
sioners of Carroll County to examine  
and locate a public road commencing at  
a point on the Taneytown and Middle-  
burg road on the line between Isaiah  
Lambert and John M. O'Leary lands,  
thence through the lands of Nathaniel  
D. Feaser, Henry J. Hiltbricker, David  
Trimmer and others to the Union Bridge  
road, and thence to a point on the Union  
road, on the premises for the road, will  
meet on the 5th. day of August, 1905,  
at 9 o'clock, a. m.  
HEZEKIAH HAWE,  
EDWARD SHORB,  
ADDISON MARTIN.

## CHOICE EGGS FOR HATCHING.

I have eggs for hatching from Barded Ply-  
mouth Rocks, single and rose comb, Rhode  
Island Red, Blue Lancers, and other  
varieties.  
Price \$1.00 for setting of 15.  
Agent For  
Pairie State Incubators and Brood-  
ers, Bone Mills, Feed Mills and  
Poultry Supplies in General.  
Only first-class stock represented, and good  
hatches guaranteed. Give me a trial order.  
FRANK HARBAUGH,  
2-11-6m MIDDLEBURG, MD.

## YOUNT'S

### List of Specials for June

We offer you these season-  
able and staple goods at  
rock bottom rates.  
There's unequalled econ-  
omy in these prices.

## Sun Bonnets, 15c.

Ladies' and Misses' Sun Bonnets, di-  
rect from the Factory—hence the price.  
Fancy stripes and Polka Dot Percales,  
fine Gingham, assorted checks—blue,  
brown and green. Plain colors if you  
want them—blue, pink, red and black.

## Box Paper, 10c.

Good quality. 24 sheets of paper and  
24 envelopes—popular wallet shape en-  
velopes—put up in attractive boxes.  
Made expressly for us.

## Fruit Saucers, 2c each.

Actual size, 5 inches; plain white  
granite ware; each, as quantity is  
limited, come early—only 6 to a cus-  
tomer.

## Meat Plates, 24c.

First quality white granite ware, new  
shape; 2 sizes, 15 and 17 inches. The  
kind that usually retail for 40c and 50c.  
We give our customers the benefit of this  
special purchase.

## Flue Stops, 5c.

71 inches in diameter. Lacquered tin,  
rope design; fancy assorted scenery  
fronts. Steel loop in back for adjusting  
in chimney.

## Jelly Tumblers, 2c each.

The Jelly Tumbler bargain of the  
season. Good quality, well made,  
with smooth finished edges. Medium  
size; complete with tin tops.

## Men's Hose, 9c Pair.

Men's Half Hose, colors Tan and  
Black; good thread and well shaped.  
Sizes 10, 10 1/2 and 11. Regular price, 2  
pair for 25c. Special Price, 9c Pair.

## Men's Undershirts, 22c.

Men's balbriggan Shirts, collarless  
neck with silk stitching bound front,  
pearl buttons, covered seam on shoulder,  
ribb cuffs.

## Drappers to match, 22c.

Bleached rib, lace trimmed neck and  
arm holes with tape draw through; low  
neck and no sleeves. All sizes, 6c each.

## Ladies' White Oxfords, \$1.29 Pr.

Ladies' White Duck Oxfords—just the  
thing for warm weather; they are as  
cool as they look.  
Regular Price, \$1.50 Pair.

## One pound Package.

One pound Package.  
Corn Starch, 4c.  
Salad Dressing, 13c.  
Peanut Butter, 9c.  
Assorted Flavors.  
Fruit Pudding, 8c.  
C. EDGAR YOUNT & CO.,  
TANEYTOWN, MD.

## Drugs, Medicines, Chemicals, Family Medicines, Patent Medicines, Sponges, Toilet Articles.

## ROBT'S S. MCKINNEY, DRUGGIST, TANEYTOWN, MD.

## If You Want Clothes

### Right in Style, Right in Quality, Right in Price.







