

The Scenery Special

By AUGUST WITTFELD.

(Copyright.)
"These stories of holdups and train robberies," said Monk, "always remind me of an actress who has been gobbled by her glittering glassware. You never heard of anyone doing such on the proceeds of historic highway-ing, and the man who attempts to hold up a modern express train may get away with the goods, but eventually the sheriff puts him on his visiting list."

"Right you are," replied the pug-nosed brakeman. "It takes nerve to hold up a train, but it takes more than nerve to pull the trick off successfully and retire on the proceeds. The men who possess all the qualifications requisite for such jobs generally land a sinecure behind the frosted-glass partition."

"Now you're talking classical English," commented Monk, "and expressing clarified thought in capsule form. I never knew but one man to pull off a holdup successfully, and then obliterate himself from the surroundings."

"It happened down South, where at one time the railroads were noted for their lack of speed, and where it was impossible to miss a train. All you had to do, if your train had left, and you couldn't make it, was to get over-looked it or mistook its creeping for the inertia of a side-tracked section."

"Yes," commented the pug-nosed brakeman. "I knew of a man down there who brought suit against the S. L. O. road for negligence. The manager maintained in bumping into the rear end of the moonlight limited while walking along the track."

"The company tried to non-suit him by bringing a counter-charge of trespass; but his lawyer threatened to attack the validity of their charter on the ground that they could not prove that they were running trains, and they withdrew their charge."

"The plaintiff won his suit, and the company was ordered to uphold the rear end of their trains to prevent a repetition of such accidents."

"Well, to get back to the holdup," said Monk, "I was touring the South, some years back, and at this particular time my objective point was Knoxville. As I had lots of leisure, I decided to make the trip by rail."

"I caught up to a freight bound for that point, and, sauntering up to it, I swung myself aboard the caboose and proceeded to accord myself with a cordial welcome. I took possession of the lower bunk without waiting for the porter to appear, and was soon in the land of dreams."

"I was awakened by the crew, who had come back to see if the rear end was all right. He asked me what the Stoneville Jackson was tax free and, volunteered to punch my ticket or my head without fear or favor."

"I hypnotized him by making a few occult passes, and he extended me the cordial entente. It was pretty good stuff, even though it was tax free and did not bear the pure-food guaranty."

"If you will pardon the interruption," said the pug-nosed brakeman, "I want to pay tribute to the railroads of the South. The southern spirit of hospitality is not dead, and the tax-free tariffs of the rail will give you the glad welcome or the G. B. with all the grace born of heredity and long practice. They will fire you from a train in such courtly manner that you feel like apologizing for giving them the trouble."

"Your prognostication coincides with my observation," commented Monk. "This Chesterfield of the caboose told me we were approaching Hog Mountain, and moonshiners' stronghold, noted for its reluctance to contribute to the revenues of the government and for the weirdness and grandeur of its scenery."

"He said he had to go back to the engine and tend to his fire, and he advised me to take a seat in the observatory of the caboose and enjoy the phantasmora."

"I took his advice, and found that we were traveling up into the mountain, and that the scenery was all that he claimed for it. I was taking in the scape, when I noticed a tall mountaineer making his way down a rugged path toward us."

"He carried a long rifle, and was accompanied by a lean, lanky coon dog. He reached the railroad track just as we passed, and, spying me looking out the observatory window like a blooming Juliet scouring the horizon for a dilatory Romeo, he pointed his rifle at me and commanded: 'You-all throw up your hands!'"

"I looked at him in amazement, but lost no time in doing the upward Delaware movement."

"Say you moth-eaten mountaineer," I shouted, "what's the answer to the riddle you're propounding? Have I unconsciously butted into a Hatfield-McCoy combination, or do you imagine this is a treasure train?"

"You-all stop that train, or I'll blow your damned head off!" he replied.

"How the heck do you expect me to stop the train?" I shouted back.

"Run along, Reuben, and file your request with the engineer. He's running this seeing-the-scenery special from the front end."

"For a moment he looked as if he doubted my statement; then, lowering his gun, he sprinted for the forward end, while I climbed down from my perch and started out to investigate."

"As I stepped from the train, it came to a stop, and when I reached the engine the mountaineer had the engineer and his man-of-all-work lined up with their hands as far from earth as possible. He caught sight of me, and in a wink he had me doing the high reach alongside the others."

"Say, growled the engineer, 'what you want to do? Steal this outfit? There isn't anything on board you can take, unless it's the coal in the tender.' 'Don't you-all give me no sass,' cautioned the tall man of the mountains. 'I'm going to borrow this train, and you-all'll have to run it for me.' 'Well, he made me to run up these pesky things, an' I ain't going to take no chances. I guess I can hoof it and keep up to you; but don't you-all try to run away from me, or I'll plug you full of lead!'"

"The engineer started up, and the highland holdup man had no trouble keeping up with us. The queer procession proceeded for several miles, then we came to a place where a track branched off from the main line into the heart of the wilderness. Here he brought the engine to a stop by pointing his gun at the engineer and shouting, 'Whoa!'"

"Now, you-all git down and move the track over so we can go up this 'ere way," he commanded, addressing the man-of-all-work.

"That worthy lost no time in climbing down and throwing the switch, and we moved along the old unused track."

"What the nation does that elongated cut in the wilderness is for, the old lumber line for?" growled the engineer. "There hasn't been a train along here since the road stopped taking out timber."

"Say, you train robber!" shouted the patriarchal pirate in his most courtly manner, "will you kindly inform us whether we are going and why, and what is our doom."

"You-all'll find out soon enough," he answered. "Shut up!"

"We proceeded for about three miles, and then the grizzled scurrier commanded the engineer to stop. He told the fireman to fix his fires so they would last for a couple of hours. When everything was ready he lined us up in single file with the lanky coon dog in the lead, and made us proceed him along a path in the wilderness. In about fifteen minutes we came to a cabin in a clearing. In answer to a whistle from our captor, a woman appeared at the door."

"Mandy," he said, "I've brought company for dinner. Rustle around lively. These gent's in a hurry."

"In short time the meal was ready, and we all sat down. It knocked the wind out of me to hear that venerable old man eat a divine blessing on the repast, but it didn't spoil my appetite. "After we had finished and the table had been cleared, our host procured writing materials and placed them on the table."

"I want one of you-uns to write a letter," he said. "Guess you had better do it," he cautioned, addressing me.

"I expressed my willingness to accommodate him, and prepared to stenograph his dictation."

"This here letter," he said, "is to be written to the president of the United States."

"I intimated the supercription and waited for him to commence dictation."

"Mr. President," he started, and then continued:

Dear Sir:

This here section of the country has been pestered by a lot of no-account revenue men huntin' for moonshiners. They made it impossible for us honest natives and we-all has had to feed them pretty damn often. To prove to you that these revenue men sent down here to harass moonshiners, I am sending you by railroad a keg of first-class moonshine whiskey which I made in my cabin. I wish you would send me some more of them critters down here to get me, for I am going away. Please excuse the writing, as it was done by a no-account railroad man."

Yours truly,
JAKE X. TOLIVER.
(mark)

"Quite an expressive epistle," commented the pug-nosed brakeman.

"Yes," replied Monk. "That mountaineer had the art of letter writing down him. After I had finished my stenographic duties, that moonshiner produced a five-gallon keg and made us lug it down to the train. He told the engineer to see that it was delivered to the president along with the letter. Then he bade us adieu and told us to clear out."

"We backed out of that wilderness, and eventually reached our destination."

"And was the liquor sent to the president?" asked the pug-nosed brakeman.

"Not in a thousand years!" exclaimed Monk. "Somehow or other that keg sprung a leak, an' before we reached our destination every drop of the liquor was gone. If the train hadn't run so slow, we might have saved some of it."

Had a Better Name for the Baby.
A literary mother in a town not two hundred miles away from Toronto Republican office exhibited her first-born to a bachelor acquaintance. The infant set up a lusty squalling, and between yells the mother said: "We're thinking of calling her—Hypatia!" "Huh," grunted the bachelor, "better call her Hysteria."—Kansas City Star.

"The Best Laxative I Know Of."
I have sold Chamberlain's Tablets for several years. People who have used them will take nothing else. I can recommend them to my customers as the best laxative and cure for constipation that I know of. Write to F. F. Strouse, Fruitland, Iowa. For sale by all dealers.—Advertisement.

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201 Ninth St., N.W., Washington, D. C.
Highest market prices paid for raw furs, hides, seals, coyote, rabbit, cat, fox, mink, beaver, etc.

Established 1878. No commissions charged. Checks sent same day goods are received. References—4 months National Bank. Correspondence invited for reliable market information.

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Everybody Says that things have gone up since the War began
NOT AT ALL!! NOT AT ALL!!

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Georgia Pine Flooring, No. 1 \$3.00 PER 100 FEET Formerly \$4.00
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Shingles (Red Cedar) \$4.50 PER 1000 Formerly \$5.00
Rustic or Drop Siding No. 1 \$3.00 PER 100 Formerly \$4.00
Rustic or Drop Siding No. 2 \$2.50 PER 100 Formerly \$3.50

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Sixth and New York Avenue
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Take Any car to New York Avenue and Sixth Street.

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New Grocery and Confectionery Store.
Below the First National Bank
THE BEST OF Cigars, Cigarettes and Tobacco; Groceries, Green Groceries, Meats, Canned Goods, Candies and Fruits.

Prices the Lowest!
The Public is Cordially Invited to Give Me a Call.

H. L. LUMPKINS
9-10-14-ly.

FINE MILLINERY AND DRESS GOODS

Everything New and Up-to-Date!
No Advance in Prices!
Hats Trimmed to Order!

Harry M. Jones,
LEONARDTOWN, MD.
3-12-14ly.

BOLGIANO'S Perfect Seed Potatoes

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A. F. KING, ATTORNEY-AT-LAW, LEONARDTOWN, MD.
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W. M. MEVERELL LOKER, ATTORNEY-AT-LAW, LEONARDTOWN, MD.
JOHN THOMAS MORRIS, ATTORNEY-AT-LAW, ST. INIGOE, MD., and 6 E. LEXINGTON ST., BALTIMORE

Geo. L. Mattingly, ATTORNEY-AT-LAW, 6 E. LEXINGTON STREET, BALTIMORE, MD.
Prompt Attention to All Legal Business.

W. S. RALEIGH, UNDERTAKER, Blacksmith - Wheelwright.
I am prepared to serve funerals at shortest notice. I carry a complete line of First-Class Coffins and Caskets, and with up-to-date Heralds, am fully equipped to serve funeral requirements.

Blacksmith & Wheelwright Shop in front of L. G. Raley's Store (Max Shuman's Old Stand).
W. S. RALEIGH, 4-30-13th. RIDGE, MD.

PORTOBELLA, NO. 27050
Pedigree
Portobello, No. 27050, 6 1/2 h., foaled 1904; by Gambetta Wilkes, 4500; dam Winnie Wilkes, (dam of Mamie, Maid 2.15%, etc.) by Red Wilkes, 1749, & d. Gipsy Queen, by Bourbon Chief, 383 etc. (See Winnie Wilkes, Vol. V.) Brood by G. G. Seal, Danville, Ky.; passed to E. A. Goodwin, Elgin, Ohio. George Wilkes, No. 519, Gambetta, No. 4659 Portobello, No. 27050, Jewell; Red Wilkes, No. 1749, Winnie Wilkes, Gipsy Queen. (From Official Certificate of the American Trotting Association.)

Portobello is a handsome seal brown stallion; stands 15 1/2 hands high; weighs 1000 lbs.; foaled 1904. Has a mark of 2.30%; a half in 1.05; quarter in 30 seconds. Individually, he is a horse of grand finish and fine disposition, a perfect 1-1/2 horse, a strong and smooth road horse and a sure foot gaiter.

His blood lines are the very best being a son of Gambetta Wilkes, the greatest sire of speed in the world, and his dam Winnie Wilkes, is one of the greatest dams. Of his get only a few were ever trained for speed. In three, Nellie took a mark of 2.21 in the mud. Arthur J. was a good third in 2.10 over a heavy track and has shown trial mile in 1.05, and all his colts show great size, style and speed.

For further particular address
J. A. MOUREY, LEONARDTOWN, MD.
Mar. 6-1.

DISPATCH--Job Printing AT THE BEACON.

Brickyard.
Having established a Brickyard at Hanover Hills, near Leonardtown, I beg to notify the public that I am fully prepared to furnish bricks of all grades at the following cash prices: 67, 68 and 69 per sq.

F. F. GREENWELL, LEONARDTOWN, MD.

I SELL: VICTOR ENGINES and FIXTURES. Prices Way Down. HARRISON EWELL, 7-23-14-ly Compton, Md.

Subscribe to THE BEACON

Fine Tailoring Done PROMPTLY AT Schelker's Tailor Shop

Opposite the Hospital, on Fenwick Street. CLOTHES MENDED, CLEANED AND PRESSED Promptly and at Moderate Prices. Steam Cleaning A Specialty! MEN'S CLOTHES MADE TO ORDER, OF GOOD MATERIAL AND AT LOW PRICES! The only Tailor in St. Mary's Co., 12-10-20.

W. Del. & Va. Ry. Co.

POTOMAC RIVER LINE. Schedule in Effect September 3, 1913

Three Trips Weekly BETWEEN Baltimore and Washington.

Read carefully as important changes have been made. Leave Baltimore, pier 3, Light street wharf, (weather permitting) at 5 p. m., every Monday, Wednesday, and Saturday for the following river landings Alexandria and Washington: Baltimore, 5 p. m.; Miller's, Broome's, Porto Bello, Grasson's, Coan, 5 a. m.; Bundick's, Lakes, Walnut Point, Cowart's, Lewisetta, Kinsale, Lodge, Mundy's Point, Clinter, Piney Point, 10 a. m.; Leonardtown, 12 noon; Abell's, Coburns, Stones, Bushwood, Lancaster's, 4 p. m.; Riverside, Liverpool Point, Greenmont, Alexandria and Washington.

Stops only on Signal. Leave Washington, Seventh street wharf, (weather permitting), 4 p. m., every Monday, Wednesday and Saturday for the following river landings and Baltimore: Alexandria, 4:45 p. m.; Glymont, Liverpool Point, Riverside, Bushwood, Lancaster, Coburns, Stones, Leonardtown, 5 a. m.; Abell's, Piney Point, Clinter, Lodge, 10 a. m.; Mundy's Point, Kinsale, 12 noon; Coan, Bundick's, Lakes, Walnut Point, Cowart's, Lewisetta, Miller's, 4 p. m.; Grasson's, 5 p. m.; Broome's, Porto Bello, 6 p. m., Baltimore.

Stops only on Signal. Arriving in Baltimore: Wednesday, Friday and Monday mornings. Special Notices: The extra steamer leaving Baltimore on Saturday and arriving on Tuesday, is withdrawn.

Freight received daily in Baltimore on sailing days until 4 p. m. This time-table shows the time which steamers may be expected to arrive at and depart from the several wharves, but their arrivals or departure at the times stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences arising therefrom.

WILLARD THOMPSON, Gen'l. Mgr. LEONARDTOWN, MD. Telephone 50, Alexandria, Va. STEPHENSON & Bro., Agents, Telephone 745, Washington, D. C. T. MURDOCK, Gen. Frt. & Pass. Agt.

HOTEL SAINT MARY'S

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HOTEL ST. MARY'S is new building equipped with gas, steam heat, hot and cold water, well furnished rooms, with telephones and splendid service.

Since the first of November the establishment has been under the management of W. A. Fenwick, who for the past 12 years has made such a success of the "Donald" in Washington.

The meals are excellent and service is prompt and courteous.

The management caters to the county patronage.

There is a grill room and the Bar is unexcelled.

All in all Hotel St. Mary's is the most completely equipped hostelry in Southern Maryland.

You can always be accommodated. Rates moderate.

Wm. A. Fenwick, Prop Dec. 19-14.

"PORTOBELLA," NO. 27050

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The Best Job Printing

THE BEACON is now in a position to furnish you with the BEST Job Printing, better than you can get it elsewhere at Moderately Low Prices. Always glad to receive your order. Let Us bid on your work!

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Special In Clothing. Newest and Best Quality Stock! Men's, Boys' and Children's Suits, at Lowest Prices.

In my Up-to-Date Stock of Merchandise is found to be everything that a family needs.

Don't miss the opportunity to get twice the amount of goods for the same money.

Shoes to Suit everybody at lowest prices and guaranteed for Good Quality.

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Highest Prices Paid For Eggs! Don't fail to stop, it will be for your own benefit!

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CLOTHING WE have just received a Full shipment of Mens' and Boys' Suits and Overcoats, "Strouse & Bros. make" and our prices are the lowest.

Call during court and get the Lowest Prices on the Big Bargains.

Great Reductions in Men's and Boys' Clothing; also Men's, Ladies' and Children's Low Shoes, Sold Regardless of Cost to make room for Fall Goods.

All Ladies' and Children's Coats Reduced.

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Having recently purchased two elegant harnesses and a full line of collars and caskets, I am prepared to conduct funerals at the shortest notice and on terms to suit. Communicate in regard to funeral arrangements direct with—

E. L. ROBINSON, St. Inigoe's, Md.

Md. Del. & Va. Ry. Co.

PATUXENT RIVER ROUTE. SCHEDULE. In effect September 3, 1913.

Steamer will leave Baltimore, Pier 3 Light Street wharf, (weather permitting) Tuesday, 2 p. m., for Fair Haven, Plum Point, Dares, Governor's Run, Cove Point, Millstone, Solomon's Island, Spencer's, St. Cuthbert's, Sotterley, Parkers, Forrest's, Duke's and Benedict.

Returning steamer will leave Benedict, (weather permitting) Wednesday, 5 a. m., stopping at all the above points. Solomon's, 9:30 a. m., Millstone, 10 a. m., Governor's Run, 12 noon, Plum Point, 1 p. m., Fair Haven, 2 p. m., arriving in Baltimore about 8 p. m.

Steamer will leave Baltimore, Pier 4 Light Street, (weather permitting), Thursday, at 2 p. m., for the following points: Fair Haven, Plum Point, Dares, Governor's Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Sotterley, Parkers, Forrest's, Williams, Duke's, Trent Hall, Holland Point, Benedict, Lietz's, Truman's Point, Deep Landing, Holland's, Cliff's, Magruder's Ferry, Lower Millers, White Landing, Ferry Landing, Nottingham.

Returning steamer will leave Benedict, (weather permitting), Friday, 12 noon, stopping at all the above points. Solomon's, 5:30 p. m., Millstone, 6 p. m., Cove Point, Governor's Run, 8 p. m., Dares, 8:20 p. m., Plum Point, 9 p. m., Fair Haven, 10 p. m., Baltimore, next morning.

Leave Baltimore, Pier 4, Light St., (weather permitting), Saturday, 2 p. m., for the following points: Fair Haven, Plum Point, Dares, Governor's Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Sotterley, Parkers, Forrest's, Williams, Duke's, Trent Hall, Holland Point, Benedict, Lietz's, Truman's Point, Deep Landing, Holland's, Cliff's, Magruder's Ferry, Lower Millers, White Landing, Ferry Landing, Nottingham.

Returning steamer will leave Lyon Creek, (weather permitting), Monday, 7:30 a. m., stopping at all the above points. Fair Haven, Plum Point, Dares, Lower Marlboro, 10 a. m., Benedict, 12 noon, Solomon's, 5:30 p. m., Millstone, 6 p. m., Cove Point, Governor's Run, 8:20 p. m., Dares, 8:20 p. m., Plum Point, 9 p. m., Fair Haven, 10 p. m., arriving Baltimore next morning.

Freight received in Baltimore, Tuesday and Saturday, until 1:30 p. m. This time table shows the time at which steamers may be expected to arrive at and depart from the several wharves, but their arrivals or departure at the times stated is not guaranteed, nor does the company hold itself responsible for any delay or any consequences arising therefrom.

WILLARD THOMPSON, Gen. Mgr. T. MURDOCK, Gen. Frt. & Pass. Agent

Undertaking.

William C. Mattingly, of Leonardtown, Md., and A. C. Welch, of Chapel Hill, N.C., having formed a partnership, under the firm name of WM. C. MATTINGLY & COMPANY, for the conduct of the UNDERTAKING BUSINESS, inform the general public that they are prepared to attend funerals from Leonardtown at short notice and on reasonable terms.

EMBALMING A SPECIALTY. Trimmings and ornaments of all kinds for burial cases kept constantly on hand. Ready-made Coffins of all sizes and of various styles always in stock. Personal attention given at funerals and satisfaction guaranteed in all cases.

Saint Mary's Academy LEONARDTOWN, MD., Conducted by the SISTERS OF CHARITY, OF NAZARETH, KY.

Boarding and day School for Young Ladies. Beautifully located on one of the most picturesque heights of Southern Maryland. Ideal environment for study and recreation. Excellent equipment, physical, moral and intellectual training.

Courses include Academic, Intermediate, Elementary and Commercial. Special attention given to Music, Vocalization and Elocution.

For prospectus apply to the SISTERS SUPERIOR

Blacksmith and Wheelwright.

HAVING decided to continue my business at St. Inigoe's, Md., I am now prepared to do all kind of BLACKSMITH AND WHEELWRIGHT Work at Moderate Prices. Special attention given to HORSE-SHOING.

A. E. MAGILLS, Dec 9-11 St. Inigoe's, Md.

Lumber.

I will keep constantly on hand at Leonardtown wharf a full supply of BOARDS, SCAPING, WEATHERS, BOARDING, FLOORING, PAINTS, DISKED BOARDS, SHINGLES, &c. All orders for Lumber, Doors, Planes, Laths, Limes, and fire promptly attended to.

Cash on delivery at yard. JOE. F. NEAL.

Greenwell's Mill FLOUR, FEED and MEAL on hand for sale all the time Cheap for Cash. Hereafter in order to avoid having to keep mill books, all orders must be accompanied by the cash.

F. F. GREENWELL, 213-v. Leonardtown, Md.

Undertaking. Having recently purchased two elegant harnesses and a full line of collars and caskets, I am prepared to conduct funerals at the shortest notice and on terms to suit. Communicate in regard to funeral arrangements direct with—

E. L. ROBINSON, St. Inigoe's, Md.

Wood's Seeds

Wood's Descriptive Catalog for 1915 has been carefully prepared so as to enable our farmers and market growers to determine intelligently as to the best and most profitable crops which they can undertake to grow.