Lee's Reform Campaign.

By THOMAS J. CLANCY.

Continued from First Page.

hearted, for the multitude of candidates bewildered the voters.

Finally, Lee was called from his bed one night to find his office a mass of flames. The fire, which was undoubtedly of incendiary origin, completely gutted the place. The newspaper was a thing of the past, and there was no capital with which to start it again.

There was still a greater shock, however. The fire occurred ten days before election. Three days later Spiers, in a pompous manifesto, withdrew from the race, and it was all over the city by the afternoon that he, too, had been a creature of Saunders. He had been spending the boss' money, while Lee boomed him, and had from the first intended to withdraw.

Lee went to Elsie in despair and told her. "The game's up," he said. "I can't fight this universal treachery, and I have no weapon left to fight with."

"Yes, you have, dear," she answered. "You haven't used your strongest weapon at all."

"What is that?" he asked.

"Your personality, dear. You haven't realized that people follow a man more gladly than a principle. You have appealed with printer's ink, not with words. You must be the people's candidate for mayor."

"I?" he cried, aghast.

Elsie outlined her plan. He was to visit every one of the thirty thousand houses in Pathways before election day. He was to be nominated for mayor. Her father would back him with the little money he had remaining. And she herself, and all the faithful members of the organization would canvass for him.

It was a wild scheme, but it hit Lee's desperate mood. On the following day he was already nominated the people's candidate. What had been done by the printed word was now done by word of mouth. Soapbox orators began to appear at all the street corners. And everywhere the news of the new campaign began to stir people's hearts.

The plucky fight that Lee had put up began to tell. Those who had hung back, or derided him, or doubted, were converted at the burning words that flowed from his lips. Every hour of the day, and far into the night, Lee worked. He went into the factories, he spoke in front of the clubs, he made personal appeals to all the leading citizens.

A feature of the campaign was the appearance of old Thomas Sinclair, in his wheeled chair. The old man reminded the people of the days when he was a power in the city. Rumors of the old treachery of the boss began to spread. Saunders found his power shaken.

It seemed a winning cause at last, but the time was so short that only a miracle could effect the political revolution that was hoped for. And the evening of election day arrived, and the announcement, expected momentarily, gave little cause for hope.

Elsie, at Lee's side, pressed his hand.

"Philip, dear," she whispered, "I—I want to give you my answer now, before the declaration. It is—"

But her intention was frustrated. For the town clerk appeared to read the figures. In the intense hush he announced that Philip had beaten Johnson by fifteen votes, and Simpson, the figurehead, by five hundred and five. Lee was the new mayor of Pathways.

A howling, roaring mob found Philip and, hoisting him upon their shoulders, snatched him from Elsie's side. And, after all, he read her answer in lip language, because the noise was too great for any sounds to be heard.

Antiquity of the Hog.

The two most important and most intimately associated products of Indiana are corn and hogs. A French statistician with a newly-sharpened pencil and sufficient leisure once figured out that the product of a single sow with only six young at a time will amount in ten generations to about 6,500,000. Of course, he left hog cholera and other diseases out of the calculation. The Chinese claim to have bred and domesticated the pig 4,000 years before the Christian era. The ancient Egyptians knew the hog and this animal is depicted on their monuments. The use of the meat of the hog was prohibited by the Jews as it was considered that in hot countries it produced skin diseases. The Moslems under Mohammedan law are also prohibited from using pork. The hog was unknown in America until introduced from Europe by the early navigators. In the South American forests are great droves of wild hogs the descendants of hogs brought over by the Spaniards. When it is taken into account that the ordinary female swine will produce twice every year and usually eight to twelve at a birth one cannot help but wonder that the market price of pork should be as great as it is.

Slang Word Dazzles British.

American slang is sometimes incisive and piquant, but we do not all open our arms quite so wide to it as does the New Statesman:

Miss Dell is indubitably some story teller. (It would be affectation to insist on the inverted commas any longer in the English use of that adjective, which is America's most dazzling addition to the language of Shakespeare.)

The word certainly fills a gap, for it is difficult to convey its precise shade of meaning in conventional words. Unlike some Americanisms, it looks like being a new and original one, and not a revival of an ancient use.—London Observer.

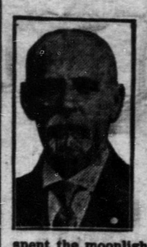
Almost the Ideal.

"How are the springs on this car?" "Simply wonderful! You don't notice a child, and even when you run over a grown man, it's no discomfort at all!"—Life.

Two Different Propositions.

It's strange how many helpers a man has when he is looking for a place to put his money, and how very few helpers there are when he tries to get his money out of the place.

OUR PUBLIC FORUM



IX—Peter Radford

On "Back to the Soil With Wall Street"

When Wall Street wants good business men she usually goes back to the soil to get them. That financial thoroughfare is said to be honeycombed with men who have plowed barefooted, who have drunk branch water, eaten cornbread and molasses and slept on the floor in their early days. A man is more capable of holding the reins of business who knows how to drive a team of mules, shear a sheep or put a ring in a shoat's nose. A man is better equipped to meet the problems of life who in his youth has walked the log across the creek to get to school, courted the girls at husking bees and pitched horse shoes Saturday afternoon. A man who has spent the moonlight nights of his youth possum hunting, going to protracted meetings and occasionally turning down the community at a spelling match has the right sort of stuff in him to make a good business man. The active officials of most of the large business organizations of America it is said were, with a very few exceptions, raised on the farm, and could swim the creek, pitch hay, chop wood, milk the cows or slop the hogs as easily as they can run world-wide business institutions.

The farmers look to these capable and loyal sons of the soil to assist in the solution of the business problems of agriculture. Wall Street is reputed to be capable of financing everything from a Y. M. C. A. to a war, so why not finance agriculture? It is not sufficient to lend money to a correspondent to lend to a local banker, to lend to a broker to lend to a merchant, to lend to the landlord to lend to a farmer. Such a financial system sounds like the house that Jack built, and is just about as useful. Neither is assistance complete when money is furnished buyers to "move the crop." What the farmer wants is money to hold the crop. What better security is there than a warehouse receipt for a bale of cotton, a sack of wheat or a bushel of corn and why will such securities not travel by the side of government bonds?

The American farmer is a capable plowman. He always has filled and always will fill the nation's granary, larder and wardrobe, but he has nothing to say in fixing the price of his products. The problem confronting the farmers of this nation today is marketing and its solution depends first upon the farmer organizing for concert of action and the co-operation of the financial interests in marketing the crop. Agriculture is the biggest business in America and the only one that has not a financial system adapted to its use.

OUR PUBLIC FORUM

VIII.—C. E. Schaff

On Railway Investments

President Wilson, recently referring to our railroad problems, said in part: "They are indispensable to our whole economic life and railway securities are at the very heart of most investments, large and small, public and private, by individuals and by institutions. * * * There is no other interest so central to the business welfare of the country, as this. No doubt, in the light of the new day, with its new understandings, the problem of the railroads will also be met and dealt with in a spirit of candor and justice."

When the first citizen of the land stresses the importance of understanding and dealing justly with the railroads, certainly the American plowman can venture upon a careful study of the problem. C. E. Schaff, president of the M. K. & T. railway company, when asked to outline the relation of the public to railroads investments, said in part:

"It may be said that the railroad world is encumbered with a lot of phantoms which exist only in the popular fancy. For instance, because there have been a few so-called 'railroad magnates' whose names have figured prominently in finance, many people have come to believe that the railroads of the country are largely owned by a few rich men. As a matter of fact nothing could be farther from the truth. Out of the colossal sum of twenty billion dollars of American railroad securities, less than five per cent is now, or ever has been, in the hands of these men who have figured prominently in the newspaper headlines—while the other 95 per cent is in the hands of over two million investors, large and small, who in many instances have put the modest savings of a lifetime into these securities in order that they might lay away a competency for old age. When, therefore, the value of these securities is depressed or perchance destroyed, the hardship is a hundredfold greater upon thousands of every-day citizens, than upon the handful of millionaires, good or bad, who have figured prominently in railroad circles.

Hundreds of millions of dollars of the assets of our great life and fire insurance companies, savings banks, trust companies, educational and fiduciary institutions are invested in railroad bonds—and the moment, therefore, that the soundness of these bonds is called into question the financial solidity of these myriad institutions—directly affecting the welfare of millions of policyholders and bank depositors—is gravely menaced. During the last several years, many millions of dollars representing depreciated values, have been charged off the books of concerns like those enumerated above. American railroads have become a vital part of the very woof and fabric of the nation. Their continued efficiency is absolutely essential to the smallest community in the land.

In blindly striking at the railroads our blows fall not merely upon thousands who have committed no wrong, but, in the last analysis, upon ourselves. We should remember how interdependent we have come to be in this mighty republic of ours—that each is in truth become more and more his brother's keeper, and that we need to act and think circumspectly, lest in our mistaken zeal we destroy those who, like ourselves, need whatever of this world's goods the toil and sweat of years has bequeathed to them."

OUR PUBLIC FORUM

VII.—Hon. Elihu Root

On Woman's Sphere

The question of Woman Suffrage is an issue before the American people. Twelve states have adopted it, four more states vote upon it this fall and it is strongly urged that it become a platform demand of the national political parties. It is therefore the privilege and the duty of every voter to study carefully this subject. Hon. Elihu Root, in discussing this question before the Constitutional Convention of New York, recently said in part:

"I am opposed to the granting of suffrage to women, because I believe that it would be a loss to women, to all women and to every woman; and because I believe it would be an injury to the State, and to every man and every woman in the State. It would be useless to argue this if the right of suffrage were a natural right. If it were a natural right, then women should have it though the heavens fall. But if there be any one thing settled in the long discussion of this subject, it is that suffrage is not a natural right, but is simply a means of government, and the sole question to be discussed is whether government by the suffrage of men and women will be better government than by the suffrage of men alone.

Into my judgment, sir, there enters no element of the inferiority of woman. It is not that woman is inferior to man, but it is that woman is different from man; that in the distribution of powers, of capacities, of qualities, our Maker has created man adapted to the performance of certain functions in the economy of nature and society, and woman adapted to the performance of other functions.

Woman rules today by the sweet and noble influences of her character. Put woman into the arena of conflict and she abandons these great weapons which control the world, and she takes into her hands, feeble and nerveless for strife, weapons with which she is unfamiliar and which she is unable to wield. Woman in strife becomes hard, harsh, unlovable, repulsive; as far removed from that gentle creature to whom we all owe allegiance and to whom we confess submission, as the heaven is removed from the earth.

The whole science of government is the science of protecting life and liberty and the pursuit of happiness. In the divine distribution of powers, the duty and the right of protection rests with the male. It is so throughout nature. It is so with men, and I, for one, will never consent to part with the divine right of protecting my wife, my daughter, the women whom I love, and the women whom I respect, exercising the birthright of man, and place that high duty in the weak and nerveless hands of those designed by God to be protected rather than to engage in the stern warfare of government. In my judgment, this whole movement arises from a false conception of the duty and of the right of both men and women.

The time will never come when the line of demarcation between the functions of the two sexes will be broken down. I believe it to be false philosophy; I believe that it is an attempt to turn backward upon the line of social development, and that if the step ever be taken, we go centuries backward on the march towards a higher, a nobler and a purer civilization, which must be found not in the confusion, but in the higher differentiation of the sexes."

$100 Reward, $100.

The readers of this paper will be pleased to learn that there is to be at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally acting directly upon the blood and mucus surfaces of the system, t hereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith is its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address:

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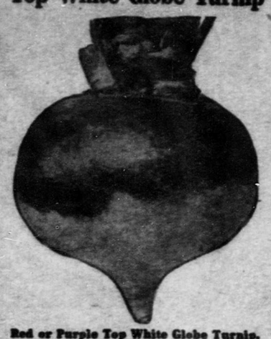
Bolgiano's Red or Purple Top White Globe Turnip



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Beautifully curled and crimpled sort; strong, vigorous habit, perfectly hearty, bright green color; very attractive in appearance; superior to all late sorts. Will stand longer without shooting to seed than any other variety.

Bolgiano's California Mammoth Radish

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Other Delicious Vegetables

Bolgiano's "May Queen" Beans, Enormous Bush Limas, Emerald Isle Pole Limas, Deep Blood Beauty Beet, new "Square-Deal" Cabbage, "Sunbeam" Carrot, "New Century" Cauliflower, "Early Fortune" Cucumber, "Long-Lost" Lettuce, "Wonder Worker" Peas, "Plucky Baltimore" Potatoes, New Improved Long-Standing Spinach, American Purple-Top Rutabaga.

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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, Broomes' Porto Bello, Grason's, Coan, 5 a. m., Bundick's, Lakes, Walnut Point, Cowarts, Lewisetta, Kinsale, Lodge, Mundy's Point, Cintra, Piney Point, 10 a. m., Leonardtown, 12 noon; Abell's, Cobrums, Stones, Bushwood, Lancaster's, 4 p. m., Riverside, Liverpool Point, Glymont, 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:

Washington, Alexandria, 4:45 p. m. Glymont, Liverpool Point, Riverside, Bushwood, Lancaster. Cobrums, Stones, Leonardtown, 5 a. m., Abells, Piney Point, Cintra, Lodge, 10 a. m., Mundy Point, Kinsale, 12 noon; Coan, Bundick's, Lakes, Walnut Point, Cowart's, Lewisetta, Miller's, 4 p. m., Grason's, 5 p. m., Broome's, Porto Bello, 6 p. m., Baltimore.

: : Stops only on Signal.

Arriving in Baltimore early Wednesday, Friday and Monday mornings.

Special Notice:—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.

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Any article that you may select will be laid aside and delivered when wanted.

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Men's, Boys' and Children's Clothing.

MEN'S SUITS,	VALUE	$10.00	FOR	$4.75
" "	"	12.50,	"	6.90
" "	"	15.00,	"	8.50 AND UP.
BOYS' SUITS,	VALUE	$2.50	FOR	$1.15
" "	"	3.50	"	1.75
" "	"	5.00	"	4.75 AND UP.

Special Prices on Men's Pants.

MEN'S PANTS,	VALUE	$2.00	FOR	$1.10
" "	"	2.50	"	1.35
" "	"	3.00	"	1.75 AND UP.

Special in Boys' Knee Pants.

BOYS' PANTS,	VALUE	50c.	FOR	29c.
" "	"	75c.	"	39c.
" "	"	1.00	"	59c. AND UP.

Great Reduction in Shoes.

Don't fail to come, as this sale is only for a short time, in order to make room for spring stock.

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PATUXENT RIVER ROUTE.

SCHEDULE.
In effect September 3, 1913.

Steamer will leave Baltimore, Pier Light Street wharf, (weather permitting,) Tuesdays, 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, Dare's, Governors Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Soller's, Sotterley, Parker's, Forrest's, Williams, Duke's, Trent Hall, Holland Point, Benedict.

Returning, steamer will leave Benedict, (weather permitting,) Friday, 12 noon, stopping at all the above points. Soloman's, 5:30 p. m., Millstone, 6 p. m., Cove Point, Governor's Run, 8 p. m., Dare's 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, Dare's, Governor's Run, Cove Point, Millstone, Solomon's, Spencer's, St. Cuthbert's, St. Leonard's, Sollers, Sotterley Parker's, Forrest's Williams, Duke's, Trent Hall, Holland Point, Benedict, Lietch's, Truman's Point, Deep Landing, Holland's Cliff's, Magruder's Ferry, Lower Marlboro, White's Landing, Ferry Landing, Nottingham's.

Steamer will go to Lyon's Creek, Monday morning.

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

Freight received in Baltimore, Pier 3 Light street, on Tuesday, Thursday 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 consequence arising therefrom.

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1-28-'15—1y. Mechanicsville, Md.

Lumber.

I will keep constantly on hand at Leonardtown wharf a full supply of BOARDS, SCANTLING, WEATHER BOARDING, FLOORING, PALINGS DRESSED BOARDS, SHINGLES, &c

All orders for Lumber, Doors, Sash, Laths, Lime, and Hair promptly attended to.

Cash pon delivery at yard.

JOS. F. NEAL.

Meat Market
Fresh Meat can always be had at the Leonardtown Meat Market.
If you have any especially fine Cattle for sale drop me a card.
My prices are right, both for buying and selling. Call and see me.
L. H. Getz,
1-7-1y. Leonardtown, Md.

Automobile For Hire!
Having purchased a Four-Seated Automobile, I am now prepared to take parties to any part of the county or to Baltimore and Washington. Terms reasonable. Address:
C. FRANK CRANE,
3-18-tf. Jarboesville, Md.